No. 13,254

號肆十伍百式千叁萬壺第

月捌年六十二緒光 日柒

HONGKONG, FRIDAY, AUGUST 31st, 1959.

伍拜禮 號達十叁月捌年百九千壹英港香

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New Advertisements will be found on page 4.

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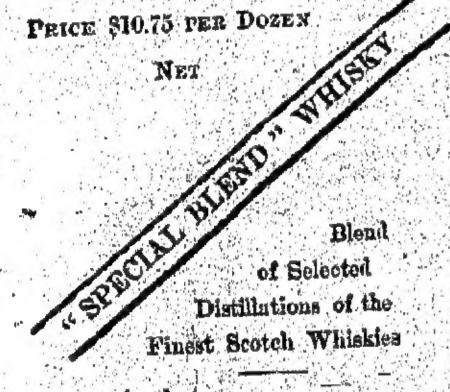
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Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7.

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ESTABLISHED A.D. 1841.

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No anonymously signed communications that have already appeared in other papers will be insented. Orders for extra copies of DAILY PRESS should be sent before II a.m. on day of publication. that hour the supply is limited. Only supplied for Tolographic Address PRESS-A.H.C. Code.

P.O. Box, 33. Telephone No. 12.

Hongkong, August 31st, 1900 REFERRING to the capture of Peking by the Allies the Hoppo of Canton a few days ago telegraphed to some of his subordinates that the embankments between Tientsin and Peking had been cut, the country, flooded, the greater number of the allied troops | drowned, but that 1,000 or 2,000 (it does | not matter which) Américans had been permitted to go to Peking and escort the Ministers out of that city, as China was anxious to treat all nations with equity! The inference is, and it is understood in that way by the recipients of the telegram, that America having in the past had no trouble with China, she is consequently the least objectionable of the "foreign devils," and so her troops were permitted access to the sacred city. This story is as gravely accepted as it is told, and the task of attempting to bring home the actual situation to such cast-iron ignorance and conceit-short of knocking each individual man's house about his ears-is well nigh hopeless. There is one way, and one way only, in which the Chinese officials can be made to feel that the day has come when civilised powers will decide the policy of the Empire which they have so misgoverned, and that is-to it is too late for her to think of acting alone, come to the point bluntly-by stopping their pay. Slaughter their wretched soldiers, knock their cities about their ears, insist on Peking degrading them from office, and yet, the lead, and combining with those other as experience has shown in the past, they Powers whose policy is based on lines parwill continue to act as if nothing had hap allel to her own, secure the introduction of pened. Cut off or rather regulate their cash the principles of free trade as against those supplies and you touch them in their vital of protection; and not the least important

to change their ways. Up to date, the only | Government to vessels of all nationalities to elementary fact are the Russians, who as re- of equality. In this right the British Govported from Newchwang have arranged for ernment possessed a lever capable of raisthe Imperial Maritime Customs to collect ing the weight of official obstruction and revenue there as before, but that the sums corruption which strangles the trade of the of money so collected are to be retained un- country, but, as unfortunately has always til such time as a settlement is arrived at. been the case in the past, our Government It is a drastic way of doing it, but the re- utterly failed to grasp the importance of the sult of military occupation generally does opportunity thus presented to them. This partake of that nature, and there is not the right of navigation pressed home, as it should slightest doubt that every official and yamen have been two years ago, may even yet be anger-on who depended for his liveli- made the means of extending British inferhood on the contribution made from the re- ests and the British sphere of influence, and venue collected by the Customs will fully. what of a necessity follows-free trade prinappreciate, now that his supplies are cut off, eiple. But before that can be done the attitude the fact that the Russians are in actual pos- of the Government towards our merchants session of that part of China. It is not im- must be changed from that hitherto adopted; possible that the fear of a similar control of an attitude which was exemplified by Lord the Shanghai funds has induced the Yang- Salisbury's deliberate declaration of policy tze Viceroys to maintain the attitude of and which the Shanghai correspondent of neutrality which up to date they have wisely the Times justly characterised as the old adopted. But such action as that of Russia policy of the repression of the British merat Newchwang can at the best only be a temporary measure called into existence by the exigences of the times; with the re-introduction of settled government the problem of an honest fiscal administration will call for prompt treatment. In a word, financial reorganization of the Empire is the task the Powers must face. Given that, all else will follow. Importation of the vast quantities of arms which have served to encourfor the want of funds, and because under an their ground floors. Fines ranging from 82 to bow to the inevitable. honest Customs administration their im- \$10 were imposed. portation would be well nigh impossible. In this connection it is a question well worth the consideration of the Powers. whether, in the first place, a general disarmament throughout China should not be known as "Bentica." Lot 1, which contains insisted on; and, secondly, whether the importation of munitions of war of all kinds B, C, and CC are excellent dinner Wines | should not be prohibited entirely henceforward? The former would not be a difficult task as far as the dismantling of forts, the sale of warships and material, etc., belonging to the Imperial or Provincial governwith the people, the great bulk of whom, and more especially in the southern provinces, possess arms. But even that could be effected if sufficient firmness were shown. The greatest delinquents in respect to the trade in the arms are the various guilds or societies who, under the pretence of arming. "trained bands" for local protection, obtain large numbers of rifles and ammunition. under official sanction, and from their bands these filter through to the various bands of villagers who, quite content at ordinary times to be such, are, when the occasion serves, also quite ready to take part in the pirating of a vessel, the looting of a mission

station or the murder of a foreigner. These

guilds could be called upon by the various

Viceroys to collect arms in their neighbour-

bood and deliver them up within a certain

time. The Powers would have to be ready

to insist on this by force if necessary, and

the penalty for carrying arms should be

made an extremely heavy one, with the

certainty of its infliction not only on the

individual but also on the whole town or

village concerned. We are inclined to think

the chances of, and, perhaps, the results

from, a general uprising throughout China

have been over-estimated, due largely to the

somewhat unexpected resistance offered by

the Chinese foreign-drilled troops to the

advance of the Allies on Peking: but, as

Admiral Land lately pointed out, these

foreign-drilled troops are, at the most, not

in any great numbers; the backbone of their

resistance has been broken and the mere

rabble which constitute the balance of the

soldiery of China are not capable of

opposing for any length of time the force

which the Allies would be prepared to bring

against them. An order then from the

Central Government of China, backed by

the Allied fleet, would easily secure the

dismantling of the defences such as the

and that completed a force of from fifteen

to any part of China to insist on the

Central Authority being obeyed would be

sufficient to bring about a general disarm-

ament amongst the people. The nation at

large once disarmed, the introduction of

financial reform would be less opposed by

the searcely veiled threats of the officials

that riots are sure to result from the in-

troduction of any such measures. But even

without disarmament the introduction of

financial reform is not such a difficult ques-

tion as it is commonly represented to be.

notwithstanding the fact that her interests

vastly preponderate over those of all other

nationalities. She can, however, still take

The Indian Planter's Gazette, in speaking of the possible result of the trouble in China, sees prospective good for the Indian tea industry. The export of tea from China, both through the ports and overland, is likely to suffer serious derangement, and India's opportunity must be quickly seized. The chance appears to have come, adds the Gazette, for which we have been waiting so long, of making another, and a greater stride in the direction of opening out fresh markets for what should be India's most flourishing trade.

It is announced in Paris that Colonel Mar-

offered for sale by auction at his sale room in

Duddell Street, three lots of Crown Leasehold

4,981.58 square feet, was purchased by Mr.

Alvares for 90 cents per foot. Lot 2, which

contains 3,040.38 square feet, was bought by Mr.

Rustomjee for the same figure. Lot 3 was

Of the fifty-five ships mobilised for the naval manouvres this year, the Adriadne, Camperdown and Jaseur, besides some others, are specially fifted for wireless telegraphy, says the the eminent German physician, who has come Engineer a journal generally well-informed out East to prosecute certain enquiries. Dr. on naval matters connected with engineering. Lowson left yesterday afternoon in the Crown The Majestic, states the same authority, handso of Arregon for South Africa. He is suffer been fitted, and so, we hear, has the Dindem. ing from an affection of the lungs, and has been The system is not Marconi's, which the Ad- ordered to spend a few months in the neighbourmirelty found too expensive, but a product of | hood of Kimberley. the Vernon. The torpedo officers have charge of the installation in each case. The manceuvres this year were entirely of a wireless telegraphy

There is every prospect that in the course of time the Irish Guards will come into existence, says a recent issue of the Manchester Courier. The order creating them was issued on April 28, and since then there have been many inquiries by recruits as to when and where they can enlist. Up to the present, however, the Irish Guards consist of a few officers who have been ordered to join them, whether they would or no. The War Office are meanwhile devoting their energies to a consideration of the badges and buttons the men are to wear. When they have decided on these, they will proceed with the formation of the regiment. Unfortunately, adds the Courier, it is quite possible that by then the public will have forgotten the occasion which called the regiment into existence.

There is promise of a lively controversy over the future administration of that vast ac-Fund, states the Daily Mail. An impression has got abroad that the small, joint committee of both Houses of Parliament appointed to consider as to how the fund can Bogue, the Woosung and Kjang Tin forts, be more economically handled may report in favour of amalgamating it with the fund, to twenty thousand men prepared to move of the Ecclesiastical Commissioners. The capital of the Queen Anne Bounty now excoeds £6,000,000, and opposition is being organised to the idea of handing over a sum so laymen to one on which bishops and clergymen the Court of Aldermen, members of the existing board, are taking the matter up, and it is not unlikely that the Queen's counsel will follow suit.

A despatch from Brussels to the London Daily Express states that after a protracted hearing of the case brought by the Boer Governprovided the Powers will take the matter contractors, and arising out of the construction ment against the Selati Raiway directors and up in earnest. England might during the of the line, the Correctional Court at Brussels past twenty years have accomplished a great delivered its judgment in favour of the deal in this way had her efforts been inspired | Boer Executive. The Boer Government conby a settled and fixed policy; but to day it tended that the railway cost more than the amount agreed upon, and sought to recover the money overcharged. The defendants, on the other hand, alleged that the increased cost was in consequence of the heavy bribes which had to be paid to Kruger, Eloff, and other Boer officials for the concession to construct the railway. The two Oppenheims and the advocate, M. Warnant, were each sentenced to a year's imprisonment. The sentence passed spot and bring home to their minds with aid to the introduction of those principles is ment, while the other defendants, M. Louis irresistable force the fact that they have got | the right already granted by the Chinese | Warnaut and M. Bracconier were acquitted.

Section Control of Parish

The contract to provide 208 guns and armanation that appears to have grasped this navigate the internal waters on a footing ment for eight Turkish ironclads has been secured by Krupp against Armstrong.

DAILY PRESS, FRIDAY, AUGUST 31st, 4900

About a hundred and fifty officers of the British Army are expected to arrive in India next month to fill existing vacancies in British

There is considerable uneasiness, says a home paper, among the British public on account of the excessive purchases of smokeless steam coal by Franco and Russia.

The captain of the Russian transport Vladimir, which arrived in Singapore last week, reported picking up a ship's boat (white and marked XH) just off Zingapore.

Lord Lansdowne, Secretary of State for War, has stated in the House of Lords that the Colonials would receive the same war medals as those granted to the regulars, and also a fair proportion of honours and rewards.

The Admiralty Court have awarded £2,000 to the steamer Benvorlich for, when on her way from Hongkong to Rangoon in February last, chand has applied for permission to proceed to rendering assistance to the steamer Glenariney which was aground in the Straits of Malacca.

During the 24 hours preceding noon yesterday there were reported one fresh rase of plague Dees Germany really contemplate becoming and one death from the disease. the leading Power in the Far East, asks Volkzeitung, a Viennese journal? If that be so. At the Magistracy yesterday Sanitary In- and if the result be an enhancement of Gerspector L. C. Brett gave evidence against the many's prestige in Asia, the English will b age lawlessness, not repress it, would cease occupiers of eight houses for having cubicles on painfully affected, but they should nevertheless

> Yesterday afternoon Mr. G. P. Lammert The betrothal of Princess Alexandria, daughter of the Duke of Camberland, to one of the two sons of Prince Regent Albert, a society property, situated at the rear of the premises journal announces, menns a complete reconciliation between the Duke of Cumberland and the Prussian Royal House, and the end of a family fend which has lasted over thirty years.

> > Brigadier General William Ludlow, formerly military attaché to the United States Embassy in London, who was recently appointed Governor at Havana, with his A. D. C., Lieut. Halstend Dorey, have gone to Berlin, the former to study the German, French, and English military systems.

The Marquis of Tweeddale, K.T., has resigned his position as chairman, and the Boards of Directors of the Eastern Telegraph and Eastern Extension, Australasia and China Telegraph companies have elected as his successor Sir John Wolfe Barry, K.C.B. The Marquis of Tweeddale retains his seat as a director. on both Boards.

As the result of a consultation with Dr. Kech.

At about half-past five on Wednesday night a large kerosone junk, moored at the Standard Oil Company's Wharf at West Point, caught fire. The flames having got good hold, it was recognised that it would be futile to attempt to extinguish the fire. All that could be done was to prevent any of the other shipping from becoming ignited. One of the police launches accordingly towed the jank towards Capsuimoon Pass, where the fire burned itself out. The scena presented was a magnificent one. Not only the junk itself but the oil which had escaped on to the surrounding water was ablaze. Fortunately the wind was blowing outwards or else it is more than probable that the fire would have been spread and considerable damage done. The injury to the junk was estimated at \$1,000. and to the kerosene at \$500,

The Panama rebellion is now at an end. The last battle between the city folk and the Colombian rebels was fought on the 25th July, and was the fiercest ever fought on the Isthmus. cumulation known as the Queen Anne Bounty The Government troops, aided by every ablebodied man in the city, manned the entrenchments. The rebels charged with all the fire of the reckless Spanish-American soldiery, and were met with splendid courage. Sometimes the machine-guns and rifles fired point blank muzzle to muzzle, so close and desperate was the disk where they were hand-to-hand struggle. Eleven times the insurgents charged, and cleven times they were repulsed. The trenches were heaped with dead. The peace treaty which was signed after the enormous from the control of a board mainly of | battle grants amnesty to all the revolutionists provided they give up arms, ammunition, and predominate. The Lord Mayor of London and ships. Officers are permitted to keep their swords. The foreign adventurers are to be banished in one week, and political prisoners are to be released

CANTON. FROM OUR CORRESPONDENT.

Canton, 30th August.

ALL FEWSPAPERS SUPPRESSED. All the newspaper offices here are closed to-day and their publication has been stopped by order of the Chinese Authorities. This is a penalty for publishing statements which they ought not to have published. The measure is also dictated, it is supposed, by the apprehension that they might by their publication excite the feelings of the public.

From another source we hear that the suppression is attributed to the fact that Cunton papers reproduced from the papers here the report that the Japanese had succeeded in taking prisoner the Chinese Emperor.]

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR GORRESPONDENTS.]

Amor, 30th August, 10.45 a.m.

THE TROUBLE AT AMOY.

H. M. S. Isis arrived here yesterday and the Japanese cruiser Tsukuski came in thi morning. The exodus continues and half the population of Amoy has left in panic. DISASTROUS RESULT OF

JAPANESE ACTION. The city is almost deserted, business is at standstill, and gangs of thieves are busy at work. The Japanese action is directly responsible for this state of affairs.

Amor, 30th August, 3.25 p.m.

MARINES FROM "ISIS" LAND AT AMOY.

At 2.30 p.m. to-day H.M.S. Isie landed 70 armed marines in the British Concession. Messrs. Butterfield and Swire's godown is serving them as barracks.

LONDON, 29th August, 8.5 p.m.

AMERICANS PREPARE FOR WINTER CAMPAIGN.

Preparations now being made at Washington point to a winter campaign in China. A FRENCH SUGGESTION.

The Temps advocates an European guard for Peking to be recruited from some neutral nation like Switzerland.

M. PICHON'S DESPATCH.

M. Pichon in a graphic despatch to the French Government gives the offensive returns of the Boxers and Chinese regular troops. It is feared that most quarters of the city are in ruins.

WAR IN SOUTH THE AFRICA.

London, 29th August, 8.5 p.m.

MACHADODORP SUCCESS CONFIRMED.

The news of the British success at Machadodorp is confirmed. The guns, however, a whole Russian Army Corps which has been

GENERAL NEWS.

London, 29th August, 8.5 p.m.

MR. BAX-IRONSIDE'S APPOINTMENT.

Mr. Bax-Ironside has been appointed Secretary to the British Legation at Stock-

REUTER'S SERVICE.

LONDON, 28th August

THE WAE IN SOUTH AFRICA. General Buller, south west of Dalmanutha, General Pole-Carew in the centre, and General French, to the north of Belfast, were engaged throughout Sunday. The enemy offered a stubborn resistance, maintaining a hot fire from three Long Toms and many other guns. The country is difficult. The troops bivouseked at

General French repulsed the Boers extreme left on Sunday; the Guards who occupied a ridge which enfiladed the position behaved. splendidly. The firing continued till sunset, when Lord Roberts visited the field.

Commandant De Wet has appeared in the neighbourhood of Heilbron, and three small commandoes are in the vicinity of Senskal and Bethlehem. The Boer raids in Natal are in. creasing in daring, the objective being the railway, and the Volunteers at Dundee are entrenched, anticipating a rush.

General Bruce Hamilton has repulsed the Boers at Winsburg with considerable loss, capturing Commandant Olivier and his three sons. The railway between Johannesburg and Krugersdorp is cut,

SUPPLY. The Admiralty has held a conference with it known to intending shooting parties in Hongthe coal-owners at Cardiff, and it is understood that they are negotiating for the purchase of cargoes affort, to replenish the coal depots

THE ADMIRALTY AND THE COAL

LATER. THE SOUTH AFRICAN WAR. BRITISH SUCCESS. General Buller was decidedly successful yesterday, capturing a very strong position. battle continues.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The transport Formora left for Taku yesterday with troops for the north,

The transport Matiana started yesterday on her return journey to Calcutta. The German squadron now in the harbour leaves for the north to-day.

THE ROMAN CATHOLIC REFUGEES FROM YUNNAN.

Four French priests and a number of followers arrived yesterday, says the Bhamo correspondent of the Rangoon Gazette, writing under date the 10th inste They were escorted from Talifu to Nampaung by 20 armed soldiers. They were 26 days on the road and suffered much from the heat, wind and rain; but strange to say they are all looking remarkably well except their elder or bishop, an elderly gentleman, who is very much reduced. It was through the kindness of the military officers at Tali that they obtained their pass and escort of troops. They report the country unsettled and trade at a standstill. They met with no opposition or insults until they came near the frontier, where they would have had some trouble had it not been for Mr. Hobson. They state that the China Inland missionaries will doubtless attempt to reach Shanghai, while their fellowpriests in Southern Yunnan will move south. A leading Chinese merchant when asked what he thought of the state of affairs in China said the "Old Empress is a bad woman." When asked why the white people in Burna did not turn upon the Chinese, kill and take their property. he replied, "You have a God, you have

MISCELLANEOUS

News has been received, says a Simila despatch dated the 10th instant, that 4,000 Lee-Enfield rifles have been shipped in the P. and O. steamer Ejypt which left London on August 2nd. Another 6,000 were sent a week later.

According to a telegram from Allahabad bearing date the 10th inst, the question of recalling the Staff Corps officers from leave in England is again under consideration, as the demand for extra regimental officers for the Third and Fourth Brigades has to be met. The Pioneer says it would seem advisable to take this step forthwith.

. A rough estimate of the cost of the China Contingent, prepared on the 30th ultimo, i.e., before the mobilisation of the 3rd and 4th Brigades, places the initial expenditure at 1,550,000l, the whole of which at present. falling on the Indian Government. This includes hospital ship and Marine charges for the transport of the First Division and Cavalry Brigade to China. Recurring charges for pay, rations, forage and miscellaneous outlay are placed at £80,000 monthly;

Capt. Williams officiating Cantonment Magistrate at Rangoon rejoins his regiment, the 6th B. B., which is under orders for China, on relief by Capt. Ormiston.

The Russian Government is buying large quantities of coal in the United States for shipment to Port Arthur.

According to the New Zealand Times the Admiral at Wellington has arranged for the China fleet to be supplied partly with coal from that port.

What amounts to an acknowledgment of the failure of the Trans-Siberian railway as a means of military transport is the fact that mobilised at Odessa for transport to Taku is to be conveyed to China by steamers of the Volunteer Fleet.

By the last French mail we learn that the Brussels' Burgomasters' scheme for organising a Belgian Volunteer Expedition to China lins met with enthusiastic approval by the House of Representatives. The Petit Bleu, a Brussels journal, states that a high personage has contributed three million francs, (£120,000) towards the necessary funds of the Expedition. Enlistment was proceeding briskly when the mail left, and M de Favereau speaking in the House on the subject said that if the Belgiun residents of Shanghai were threatened. they would receive the hospitality of the Dutch

warships. Mail advices from London, dated the 11th inst., state, among other things, that the German Emperor has ordered the despatch of 5,000 more troops for China.

A despatch to the Indian Daily News from Odessa, dated the 10th inst., states that 50,000 more troops are going from European Russia to China to protect the Siberian frontier.

ARMS REGULATION AT MACAO.

IMPORTANT TO HONGKONG SPORTSMEN. We are requested to publish the following letter, which has been received by the Colonial

> H.B.M's. Vice-Consulate, Macao, 28th August.

Sir,-I have the honour to inform you that I have to-day received a despatch from the Colonial Secretary here enclosing the Boletim Official marked, which I now forward you at his request. By this you will perceive the import and export of Arms and Ammunition as regards the Colony of Macao is strictly forbidden. The Colonial Secretary in his letter further goes on to draw attention to the effect this may have on Hongkong sportsmen landing and going out of Macao to shoot in Chinese territory. This is strictly forbidden, as it is forbidden for anyone residing in this colony to go out of it in the possession of arms the country beyond the borderland being considered unsafe just now.

For my own part I should wish you to make kong that, should they desire to go shooting in Chinese territory in the vicinity of Macao by evading Macao and Macao Waters, they should: provide themselves with passports from the Canton Consulste, through whom redress and assistance will have to be obtained in the event of any trouble to them arising. I have, etc.,

(8d) F. OUGLEY SEATON, Vice-Consul.

The Honourable the Colonial Secretary, Hongkong.

meeting of the Hongkong Sanitary Board was leaving five still under treatment, and all these held. Dr. Bell (Vice-president, and Ading-five are convalescent and can be discharged Principal Medical Officer) presided, and there soon. As the plague has now almost entirely were also present Mr. Looker (Acting Director of Public Works), Dr. Hartigan, Dr. Clark so heavy, I shall feel greatly obliged if you will (Medical Officer of Health), Mr. J. McKie, Mr. E. Osborne, Mr. Fung Wa Chuen, and Mr. G. A. Woodcock (Secretary).

THE LATE LIEUT. COL. RYAN, R. A. M. C. The VICE-PREISDENT said that before proceed. ing with the order of the day he wished to bring forward a resolution of regret at the loss they had sustained by the death of one of their mem-Since the Board met last Colonel Ryan. R. A. M. C., had succumbed to an attack of pneumonia. As they all knew Colonel Ryan took a great interest in Sanitary matters in their own arrangements for water for flushing a member, especially when that member was a filtered town-water supply." medical man, and one who had served in one of the best medical schools in the world. He bogged to move that the Board express its deep regret | this purpose." at the death of Colonel Ryan of the Royal Army Medical Corps.

Dr. Hartigan said he had deep regret in seconding. Colonel Ryan took a very great interest in everything which went on there, and at the time of his death was actually preparing a scheme for the better battling with plague in the colony. He was a man of very distinguished service in the army, and there was one thing which he did of which he believed none of the members were aware-it had certainly not appeared in the papers-and which he thought deserved the highest recognition. When stationed in Crote he got notice from some of his Indian servants the General in command for a guard to defend by Chief Inspector Dandy from 6, Cochrane the Hospital. His application was refused, and Street:he said at once, "I am not going to see my men held thenrontside. The attack came on and was repulsed. He got this not from the Colonel himself, because he never boasted, but from officers of the Garrison who were aware of the circumstances. The Colonel was never even thanked for his work. The whole report was burned. Instead of his getting the Distinguished Service Order, as he undoultedly should have done, he got nothing. Their small mark of recognition would show that they had done what they could in a small way in recognition of his services.

The proposition was carried. THE PROPOSED DAILY BYE-LAWS.

The proposed Dairy Bye-laws submitted at the previous meeting were again laid before the August:-

The Bye-laws were gone through, each one being considered separately. Several alterations were decided upon, and it was decided to publish them before they are submitted to the law officers of the Crown and to supply the dairy keepers with copies. .

THE INSPECTOR'S QUARTERS AT KENNEDY-

Dr. HARTIGAN said he rose to a point of order to request the Chairman to take out of the lift of confidential business "No. 4the letter from the Colonial Veterinary Surgeon re the Inspectors quarters at Kennedy-He had spoken to two of the unofficial members and they agreed with him that it would be much better to discuss the matter in

Mr. McKie seconded, and Mr. Osbowse supported, and the motion was carried.

The papers relating to the matter were thon submitted...

Dr. HARTIGAN moved that the Government be requested to provide suitable quarters for the Inspector at the Cattle Depot, the house at Kennedy-town now occupied by him, being most unhealthy and in its present condition hardly see how 87.8 can be called ridiculous. unfit for human habitation. This matter had been under discussion for some two or three years and yet the Government had ! done nothing. Every man who had lived Colonial Secretary was submitted :in this particular house had been ill. Inmarkets, was not ill for 18 months, but when his work satisfactorily if he was ill every day. The place was actually saturated with malaria. It was most important that the man should be thoroughly well up in his work and thoroughly well able to do it As to the state of the place, he was down there the previous day and made a careful examination. The house was built right in the angle of the hill. It had get a bank on three sides and the fourth side was facing a valley through which no air came. In fact the only air hoget was practically poisonous air from a little stream in the valley, and the breeze from the sea was cut off from the house.

The Vice-President thought it would be better to have a definite suggestion to make. He thought there was no question that the man suffered from malaria, but he thought it would be better if he were to move a resolution that a small committee of the board, composed chiefly of medical men, because nobody else knew anything about malarial sites-Mr. McKie-I rise to a point of order, sir.

We do know a little bit about malarial sites. The VICE-PRESIDENT-Thank you, perhaps you do, but I think it would be better to have a small committee; perhaps Mr. McKie would be on. The Inspector must live down there, and it would be very much better to go down there, make an inspection, and bring a definite. proposition before the Government. Putting on another storey is no good. At any rate

Dr. HARTIGAN-Lhave not proposed another storey. I purposely left that out. I left it an open question.

The VICE-PRESIDENT-Your motion is to provide suitable quarters?

Dr. HARTIGAN-Simply to provide suitable

The VICE-PRESIDENT-Very well, I am our of order.

Mr. McKie, in seconding Dr. Hartigan's motion, said he would not let his boy or Chinese servants live in the house occupied by Inspector Watson. It was not nearly so well ventilated as the sheds in which the cattle were housed.

Mr. OSBORNE strongly supported the motion. Mr. Looker agreed with the Vice President that it would be better to have some definite proposal to present to the Government, and ultimately the motion was withdrawn and one proposed by the Vice-President was carried. It was to the effect that Dr. Hartigan, Mr. McKie. and Dr. Clark be appointed a committee to go down to Kennedy-town and look round and pick a site and recommend it to Government. THE CLOSING OF THE TUNG WA BEANCH

PLAGUE HOSPITAL. The following letter, duted August 8th, from the Tung Wa Hospital directors to the Acting Colonial Secretary, was submitted:-"It will be exactly three months on the 12th were opened to receive plague patients, and the kong.—The VICTORIA DISPENARY, and we believe they will thank us for the and some natives bringing up the stores and expenses up to date amount to about \$1,500, in- | LD.

cluding the cost of repairs. During these three months there have been admitted altogether 219 Yesterday afternoon the usual fortnightly patients, of whom 18 were cured and 196 died, disappeared and in view of the expenses being kindly let me know whother the matsheds should be closed before the fourth month commences. APPLICATION FOR THE BETENTION OF A

TROUGH WATER-CLOSET. An application was submitted for t'e retention of a trough water-closet of five seats at the and Mr. Baddeley minuted "exempt." Military East Block of married quarters. The following minutes were appended:-

Mr. McKie:-" I agree with the views expressed by Dr. Hartigan. Dr. Hartigan :- "Will the military make

Hougkong. He was a prominent member of purposes? There is plenty running to waste in the Board, and the Board could ill afford to lose | nullah. I object to any further drain on the Mr. Chan A Fook :- "I agree with Dr. Har-

tigan that no filtered water should be used for Dr. Clark :- " I agree with Dr. Hartigan."

Dr. Bell:- "Application should be granted." The Hon. R. D. Ormsby :- " Should be granted; 60 gallons a day only asked for; a more drop in the ocean as compared with our supply and consumption."

On the motion of Dr. HARTIGAN, seconded by Dr. CLARK, the application was granted on condition that the military authorities made

their own arrangements as to water. At this point Dr. Bell vacated the chair, having an important engagement to attend to, and Lr. Clark was voted to the vacant seat.

ON MILK SUPPLY. Mr. T. J. Wild, Acting Government Analyst, that an attack-by Bashi Bashouks was being submitted the following analysis of a sample of contemplated on the hospital. He applied to milk collected and delivered on the 11th August

"The composition of the milk is as follows: slanghtered," and—as he was entitled to—he Solids not fat 8:505 parts, fat 4:920, water applied for rifles. The men who were hardly 86-575-100-000. Total solid matter in 100 parts able to get out of bed held rifles at the by weight 13:425 parts, ash in 100 parts by windows, whilst others who were stronger weight 605, specific gravity at 15.5 per cent 1 030 Boric acid, salicytic acid, formalin and cane sugar absent. I am of opinion that this is a

sample of genuine milk. Mr. McKie minuted:-" When was an analysis last made on Dairy Farm Co. or Kennedy's milk !"

Dr. Clark minuted :- In reply to Mr. Mc Kie, samples from both of the above dairies were sent to the Government Analyst on the 2nd inst. Reports not yet received.

Mr. T. J. Wild, Acting Government Analyst submitted the following analysis of a sample of milk collected and delivered by Chief Inspector Dandy from the Dairy Farm Company at their premises in Wyndham Street, on the 23rd

"The composition of the milk is as followssolids not rat 8865 parts, fat 3-260 parts, water 87.875-100,000. Total solid matter in 100 parts by weight 12-125 parts; ash in 100 parts by weight .635; specific gravity at 15.5 per cent 1.030. Milk preservatives absent. I am of opinion from the above result that this is a sample of genuine milk.

Mr. Monie minuted-" Water 87 per cont.

Very thirsty cows." Dr. Hartigan minuted - There is something curious in the report of this analysis. specific gravity is 1000, and yet the water percentage is high, i.e., 87.875 against 86 normal. It may be accounted for by deficiency of fatty matter, 32, against 39 normal. It is a poor milk. The specific gravity in Hongkong milk is usually higher than normal. Another sample might be taken later on."

Mr. Fung Wa Chuen minuted- 87 per cent water ! Ridiculous!

Dr. Clark minuted - Average country fee milk has 88 per coat. of water and town-fed milk has 86 per cent, so that this milk is of normal quality.

Mr. Baddeley minuted—" If 86 is normal 1

THE PLAGUE IN AMOY. The following letter, dated June 9th, from H. B. M. Consul at Amoy, to the Acting

"On the 5th inst. I had the honour to send spector Watson, when he left and went to the you the following telegram en clair: Plague exists Amoy and vicinity, not yet epidemic. he returned he was taken'ill and was at present | Please noting Commodore. Windo I thought in hospital with fever. It was perfectly impos- it my duty to advise you as above, I am glad sible for a man in the Inspector's position to do | to be able to report that as far as we can at present judge the plague in this district is far less prevalent and or a milder type than lust year at a corresponding date.

The following minutes were appended :-Dr. Hartigan :- The letter is extremely vague; are no facts or statistics obtainable?"

Dr. Clark :- "The outbreak is soon over. What is the use of asking for further partieslars? And as to statistics I know they are unobtainable, as Amoy is a Chinese city.

Dr. Bell:-"I think it would be as well to ask for a medical report if it is obtainable. The present statement is vugue and the epidemic might be anything.

THE FORTNICHTLY LIME-WASHING BETUEN. Chief Inspector Dandy's fortnightly limewashing return showed that since the previous report 587 houses had been lime-washed in the Eastern district, none in the Central district and three in the Western district.

APPLICATIONS FOR EXEMPTION: The following application from Messrs. Deni-

son and Ram, architects, was submitted :-"We begr to apply for exemption from notice to open up backyards as regards 45, Jervois Street, and 4, Bard Street. The two houses are used us one and together are about 67 feet deep facing Jervois Street (a 40 ft. street), and backing into Burd Street (20 ft.) and having a central winding stair with well-hele and window in roof; are thoroughly lit and ventilated. New houses could be built under Sec. 8 sub-section a of 34 of 1899 exactly similar to those, and it seems therefore only reasonable that these should be

allowed to stand." -Dr. Hartigan minuted : - " I should like some explanation of last paragraph in letter of application before deciaing.

Mr. McKie minuted :- Same view as Dr.

Dr. Clark minuted :- "Will be explained at meeting.

Mr. Baddeley minuted :- "Consider at next meeting."

YOU MUST STOP COUGHING.

The best way-to cure Chronic Coughs, Bronchitis, and Chest-Colds is to apply Little's Oriental Balm. Rubbed well into the chest and back, it penetrates immediately to the inflamed parts. The tickling in the throat ceases; the spasm weakens; the cough disappears. It often cures when nothing else will. Could anybody afford to be without it in the house all the time?

Mr. N. Lowe, of James Street, Blackburn. says:- I was worn out almost to the grave with a racking cough that all the remedies and the doctors failed to relieve. It was cured with one

dector through life. 1938-2 suggestion.

The Hon. R. D. Ormsby minuted :- "I don't, THE WRECK OF THE "FUTAMI understand last paragraph of application. MARU."

The application was refused. The following application from Mesers. Palmer and Turner, architects, was submitted :- "On behalf of the owners of No. 342, Des Vocux Road W. (late No. 176, Praya W.) we would ask for exemption from opening up a yard. The house is a corner one, and is well lighted by three windows on the side street (Eastern Street) and the kitchens have windows on each floor opening into the street." Mr. McKie, Dr. Hartigan, Mr. Chan A Fook, Mr. Fung Wa Chun, Mr. Osberne,

The Hon R. D. Ormsby, minuted :- "Yes, the M. O. H. has no objection to offer." The application was granted.

THE HEALTH OF THE COLONY. The death-rate for the week ended August 11th was 27.3 against 22.0 for the provious week and 21.4 for the corresponding week last year. The rate for the succeeding week was 281 against 22.0., for the corresponding week last

This was all the business.

CHARGE AGAINST A SANITARY INSPECTOR.

THE SUMMONS DISMISSED. At the Magistracy yesterday, before Mr.

Mr. McKenzie, an inspector in the employ of the Sanitary Board, was charged on remand, at the instance of Mirz Ali, the Hon. J. J. Keswick's coachman, with "unlawfully, wantonly and cruelly ill-using a horse," and further with using obscene and insulting words towards the complainant whereby a breach of the peace might have been occasioned. The case for fearful violence. the presecution was concluded the previous

The complainant, on being recalled by His Worship, said that after the defendant had struck his horse the animal reared. In answer to the defendant the complainant

said he went home by the Praya, going down Arsenal Street from Queen's Road East. The defendant said he denied the whole of the complainant's story.

Fung Chung Sing said he was interpreter to the defendant, being in the employ of the Sanitary Board. On Monday morning he was with the defendant, and between half-past six and seven o'clock they met the complainant in Queen's Road East just by Ship Street. The complainant was riding a horse, and was going westwards. The horse kept going one way and another, and ultimately got on to the right hand side of the road. defendant, when about three or four yards off, said to the complainant, Do you want the whole road? Don't you know the rule of the road? You had better get away home and look after your horse." The Indian, who was very angry, said. "What, that is Mr. Keswick's orders. You no know me. I belong Mr. Keswick's coachman. I see my master and he talk to you." Then the Indian went away, going westwards. The defendant never struck the horse. Afterwards they saw the complainant on the Praya near Ship Street wharf. The complainant called out to them, and they asked, Why you talk with me. You not a police, you belong Sanitary Board." At the same

time he held up his stick and then called "Come on you ----; I'll fix you The defendant then said, "you come off the horse, I will settle with you." The Indian again called the defendant on abasive name and spat down on him. The complainant then went away. He never heard the defendant use any insulting and abasive language to the complainant In answer to His Worship, witness said he

was walking about six inches behind the defendant and on one side. The Inspector was right in the middle of the road, and the complainent was on the right hand side of the road for a whole minute. He did not hear the defendant swear at the complainant. Had he done so he would have heard him. The defendant had a stick in his hand. The defendant did not strike the horse. He never lifted his stick. Had he struck the horse he would have been bound to see it. He thought the horse reared because some of the rickshaws frightened it. He die not see the witness Chan A Choi in Queen's Road East on the morning in question. This witness must have told an absolute untruth when he got into the witness box and said he saw the defendant strike the horse.

District Watchman 33, who was also called by the defendant, said he was on duty in plain clothes in Queen's Road on that Monday means ing. He saw the complainant riding a horse going towards the city. The horse was not steady; it kept turning about. It was on the left hand side of the road. The defendant was on the right hand side of the road near Ship Street. He did not see the defendant strike the horse complainant was riding. He never ruised

his stick In roply to His Worship witness said he was quite sure the defendant did not strike the horse. If he had done so he would have seen it.

Lo Hing, a rickshaw coolie, said he was in Queen's Road East on Monday morning when the occurrence in question took place. The horse which the complainant was riding was turning from one side to the other. He thoughtthis was caused by some sailors in rickshaws. The defendant asked the complainant what was the matter, and the complainant turned, the horse round and argued with the Inspector. The Indian then became angry and turned the horse round, and went the horse or raise his hand as if to strike.

In reply to His Worship witness said that if the defendant had struck the horse he would have been bound to have seen it.

Lee Young, general assistant at a grocer's shop, who also saw the occurrence, denied that the defendant struck the complainant's horse. In reply to His Worship witness said that if

horse he would have seen it.

Sold at Re. 1 per bottle. Agents for Hong- been added to colour the water a very faint pink This day was employed by part of the crew

CAPT. CLARKE'S ACCOUNT, Capt. W. E. Clarke, who is very well known in Hongkong, has favoured us with the following full account of the wreck of the Futami Maru, on which he and his wife were passen-

The Japanese Mail line steamer Fulami Muru, due to arrive at Manila on the 18th and here on the 22nd, was wrecked at midnight of the 17th off Cape Calavite, western part of Mindoro Island, one of the Philippine group. All the passengers, mails and specie, part of Officers and Crew were resented by the Eastern

Australian Co.'s.S. S. Australian and brought

On the night of the 17th the weather was

on to Hongkong, arriving yesterday.

squally from S.W., much rain and vivid lighting, and there must have been a very heavy sea from S. W. to have brought our good ship so close to this danger, as Capt. Thom is a very prudent and careful navigator who would not knowingly take any chances. Just before inidnight the ship struck bottom. I knew the sound too well, and at once left the cabin and gave the alarm to the passengers in adjoining berths and told my wife to dress herself as soon as possible and get on deck. I thou jumped on deck, and saw through the mist the land on our starboard bow. The roar of the seas breaking away on the port bow and the rolling surf-seas were terrifying in the extreme. The ship was there rising to the heavy sea and falling, bumping with a shock of earthquake force, and then listing to port. The heavy seas would strike the bow and port side with great force, falling on board with

Thinking the heavy sea might lift her the reof and perhaps into deeper water, I went on the bridge and suggested to the Captain to let go both anchors in order to bring her head on to the sea, as she would certainly drift closer in shore. One was let go and in about two hours she sailed round about four points, which brought the sea more ahead and she lay more easily.

During this time the best kind of discipline was observed. The saloon passengers were on deck with life belts on. All the 2nd class and steerage passengers were brought under the shelter of the saloon deck houses and provided with life belts. The stewards and servants obtained life belts also, but after the word came from the captain that there was no immediate danger these were more or less discarded excepting by the Chinese passengers. The wind and sen seemed to increase with the rising tide and she began to work by heavily. At about 2 a.m. the starboard boats were swung out and lowered to the rail ready for use when required I do not think it would have been possible to have lowered the port side boats. These were afterwards washed away during the next night The face of the carpenter as he passed along sounding the wells began to look white and long. so I soon asentained that she was making water rapidly, which accounted for the heavy list outwards. The port cabins were flooded, as some of the plass ports were broken by the

Provisions and water were brought up for the boats. My only dread was that we might have to leave before daylight, for the night and darkness seemed to have no end, and my eyes could not pierce the blackness to see where we could safely go with the heats for shelter or a landingplace. To have had to jump for it I fear there would have been an awful loss of life, at the surf backwasa was very strong. At this time when I feared the worst a servant brought some biscuits round, and in trying to eat one I made my first successiu moulding a brick - it would not go down. The heat too has truly awful even on deck and to venture down below was werse than going into an oven

The ladies and, in fact, all the passengers. were cool and collected from the time the ship struck, and when the moon began to show its pale light the sea and darkness lost much of their experience of sorrow and trouble not comterror. By daylight the ship was fast filling in all compartments except; engine and boiler. space. A full head of steam had been raised on all the boilers with a view of backing her off, but it was nieless work.

At daylight I soon saw the position we were in, and that the ship must-become a total wree So I did-not hesitate to suggest that preparations be made to lower boats, land stores with tents. etc., ready for disembarkation.

One boat was sent away with first-officer in charge with a message for assistance. During the course of the morning the other boats were lowered and filled with stores, blankots, awnings. etc., and hauled ashore by means of a hauling line previously arranged. There all the Asiatic passengers were landed; after them the saloon passengers, the gentlemen kindly taking all care of the ladies, who were placed in charge of Mr Cooper: Some cabin luggage enough for immediate wants were landed, together with the passengers and all sent up round a point on the beach to a camping ground located by the second officer. All this work was done in a perfectly orderly manner supervised by Capt.

Thom and officers, The rest of the day was spent in recovering stores, biggage, and anything that would be of use in the camp.

During this time the wind was at gale force with blinding rain. During the squalls, while disembarking, the sea would break right over the vessel and the drenching spray came with great force over the people in the boats.

worked very hard during all this time, drenched other way. He did not see the defendant strike to the skin, carrying stuff ashore and along the beach to the camp. Ten boxes of gold were sent to the camp but siz more and all the mails, with what baggage, etc., landed was retained at a camp on beach opposito the ship under charge of the chief and junior officers, and Chief Engineer Moore. During the afternoon some natives came to our camp, and by aid of my knowledge of Portuguese I was able to inform the defendant had struck the complainant's them what we were and to ask for any kindly aid, which was truly offered. Soon after this His Worship said-In this case, to com- the first mate returned from Paluan, where the mence with, I was rather dissatisfied with the President resides, and brought with him one of evidence for the prosecution. It was not at all the head man of the village, with whom Mr. satisfactory. But the whole story of the com- Smith, one of the passengers, was able to conplainant has been refuted to my satisfaction by verse freely in Latin, so my poor Spanish was the evidence called for the defence. I am bound thrown overboard. Camp life that night was to say that I am well satisfied with it - parti- most uncomfortable on account of the strong cularly with the interpreter whom I submitted squalls and heavy rains, but we had to be thankto a very savere cross-examination. It was ful the ladies were well housed from the quite clear to my mind that there was no strik- elements. Certainly had these arrangements ing that morning. The summous is dismissed. not been taken in hand as early as they were we should all have fared very badly, for the Captain One of the simplest and certainly the most | had to desert the ship that night, Saturday. An agreeable and effective method we know of for armed guard was kept over each of the camps cooling the body for a few hours is to take a and perfect order prevailed. Most of the erew any other local prin Bath once or twice a day to which a little and Chinese passengers were wet through the Condy's Fluid has been added. The cooling, whole time, but they soon set to work and rigged refreshing and invigorating effects are really up tents of blankets and leaves the next day. marvellous. A Condy's Fluid Bath strengthens | Sunday, and in time I counted over 20 different the system and braces the nerves; it also im- camps. Mind you, we had about 165 people here REUTER'S SERVICE FROM EUROPE, &c... parts a delicious sensation of absolute purity and perhaps 10 more at the other camp on the and freshness. The feeling produced is remark. beach. Fortunately near at hand was a fine ably like that resulting from a good swim in stream of good water which proved a great bottle of Little's Oriental Balm. It shall be my the open sea. We advise all our readers to blessing. By means of big camp, fires and try a Bath to which enough Condy's Fluid has ready hands food was cooked and clothes dried.

The ship was discovered to be breaking about the midship section. Could not board her as it. was so rough, the seas making a clean breach

right over fore and aft. In the afternoon the Captain got the native headman to take a message to the President of Paluan with a view to sending it on for assistance. Mr. Smith and Mr. Sprague volunteered to accompany him and see it put through.

Weather still squally, with heavy rains during the night. Monday-Weather moderating slightly, and late in afternoon the chief officer boarded the vessel and obtained some rice flour and other stores. Tuesday-Weather moderating and barometer rising.

Cleaned out the camp and laid ser-sand for flooring, which at least made it sweet and clean. This boing very swampy ground, with mud ankle deep, and such moist atmosphere, made it very unpleasant. The natives brought us fowls and a calf. More stores were obtained and a lot of articles were salved from the vessel. During ufternoon Mr. Smith and Mr. Sprague returned together with the brother of the President of Palean on pony back. The headman assured us all-that we should be well protected, and as soon as the weather moderated we should have a plentiful supply of food, and that he would have his men construct huts for our use, but he did not want any Americans to help

Mr. Smith reported to the Captain that the message had been sent off that morning under escort of 10 men, and that it would take 10 days to get to Santingo, all of which did not promise us help in the next month.

Our only chance now was a passing ressel, and as the Australian was due to pass here te-morrow we were anxious that a good watch should be kept. Squally throughout the night and the heat very great, dampness all roundus, small wonder the air was moist. The ladies suffered much from the damp and heat. Some of our baggage brought up from the other camp and off the ship was found to be utterly useless. Some of the articles looked very pretty, as the effect of our dye had stained the other colour-

ing a la rainbow. Wednesday 22nd, no sign of a vessel, N.C. Code signal (want assistance) is flying from the Kutami's main-most in case a vessel should hove in sight during the daytime and a caroful watch is kept at the beach camp by the officers during the night raidy upon seeing a vessel's light to fire off reckets to attract attention. The weather is moderating and occasionally the sun peeps out, for which we are very grateful, as it gives us a chance to dry some of our clothes.

Everything is going on smoothly in the camp. only the ladies are weary of the moist heat One elderly lady keeps on repeating that, if ever she gets back to Queen's Street, Brishanc, she will not leave home any more.

More wrecking going on, many things being brought off the vessel. The men (crow) are working very well. During the night the weather was squally,

but the wind had lost its force. Thursday, 23rd, broke with fair weather, but fresh S.W. wind and moderate sea running on

At about 6.30 a.m. smoke was discerned away to the southward. I at once concluded this must be the Australian, but too far to sight us unless she hauled up considerably after sighting the land. At about 8 a.m. she hauled to starboard after opening out the wreck clear of

the cape and at once steamed towards the Bay. Soon the best was out and information passed to the Australian, and at once boats were lowered in charge of the 2nd and 3rd officers and sent on shore to assist the passengers and their baggage, mail and specie. which was promptly done and great credit is due to these two officers for their aid and general kindness. Capt. Thom boarded the Australian to see Capt. Helms, and after the interview and all was on board he left for the scene of the wreck. Poor Capt. Thom must feel the loss of his ship very much. Feeling and at the sorrowful news received at Sydney of the death, by drowning, of his only son, this last blow must have proved a heavy one indeed. This is an-

After Capt. Thom left, the Australian proceeded, taking an outside course and arrived safely next morning, Friday, 24th at Manila.

The passengers ex Fatami were early on shore to send off cable messages of their safety to relatives abroad, and after a long and tedious delay of four days we started towards Hengkeng, where we arrived as before stated.

The thanks of all the ship-wrecked people are due to Capt. Helms for rescuing us from the Island and that is all ._

The Officers and Crew of the Futumi Saloon Passengers 2nd Class Steerage

Saloon passengers:-Capt. and Mrs. W. E. Clarke, Mr. and Mrs. Heber Percey. Mr. and Mrs. Cooper. Mrs. Jephson. Massrs. Sprague, Smith, Orme, Franks and 2 Japanese Officers (attachés) from Africa and Stewardess.

LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer Sanuki Mara (Europo Line) left Singapore for this port on the 28th inst, and is expected to arrive here on the 2nd The officers, crow and servants particularly The N. P. steamer Goodwin arrived

Tacoma from Hougkong and Japan on the 28th The N. P. steamer Brecomhire has arrived at Yokohama and sailed for Tacomi on the 29th

The C. P. R. steamer Empress of China arrived at Vancouver at 9.30 p.m. on Tuesday, the 28th August The C. P. R. steamer Tartar left Yokohama

on Wednesday, the 29th inst., for Victoria and Vancouver. The N. Y. K. steamer Sado Maru (European Line) left Kobe via Moji for this port on the

29th inst, and is expected to arrive hero on the The T. K. K. steamer America Muru, with mails, &c., left Shanghai for this port on Wednesday, 29th inst., at midnight.

THE "CEYLON OBSERVER." PUBLISHED DAILY.

THE Oldest and Largest Paper in the 1 Colony, with a Circulation far ahead of

THE ONLY CEYLON JOURNAL that receives regular SPECIAL TELEGRAMS of Mail and of other important Intelligence from Bombay, Madras, Galle, &c.; besides Subscription, with Postage, to China and

Japan, Rupees 47, in advance. THE WEEKLY "CEYLON OBSERVER. with SUPPLEMENTS containing all Tele graphic Intelligence.

Subscription for China, Japan, Straits, &c. Rupees 19 per annum in advance. Received at Hongkong Daily Press Office.

NOTICES. BUSINESS

房 樂 館 芝 贤 KWONG OHI KOON DISPENSARY.

街棚獎城省東廣 CHEONG LAN STREET, CANTON

子甲大成年叁治司商大 創開年四 拾陸百捌仟壹英大

> Езтавызнер 1864. 記爲辭古意如

KWONG CHI KOON

Mark

DISPENSARY.

CHEONG LAN STREET, CANTON

ESTABLISHED 1894.

UNRIVALLED U I YAU or " AS YOU WISH OIL." Prices at \$1.00 per bottle. 0.50 per bottle. 0.25 per bottle.

散闢通 TUNG KWAN SAN, or "Army Motical Powder," 50 cents per bottle.

散打跌 TIT TA SAN or "Folling and Bruising Medical Powder." Price at 50 cents per bottle. Made from the best selected medicine to be used for the above

Oil and Powder. 散及油造製泡藥好選棟

WONG CHI KOON is one of the largest Native Drug shops in Canton, employing about 300 men. The Proprietor, Mr. U Yam Ting, is a man of great energy and business capacity, and is also very benevolent, giving away thousands of dollars worth of medicine in charity, usually with an eye to the main offchance. He has many testimonials as to the efficiency of his medicines from officials, scholars. and business men. Like the Chinese generally he has great faith in medicine and is desirous of extending his business to fereign countries. giving people of western lands the benefit of his medicines. He has submitted to me the formulas of some

of his preparations for examination, giving full explanation as to the medical qualities of the ingredient. I have found the Tung Kwan San or Army Medical Powder and the Tit Ta San or Falling and Braising Medical Powder comnosed of Musk, Barovs, Camphor, Ehmbarb, two kinds of gum, with red oxide of mercury and vellow sulphide of arsenic, animal and vegetable charcoal, which are known in western pharmacy. Besides this it contains gold leaf, tigors and dragons bones, shavings of antelope and rhinoceros horns, which I have shown him that chemical science proves to be inert, he proposes to omit from the medicine prepared for foreign uso.

The medicine is to be chiefly used as a sternutatory, as is put up in small metal bottles by which is can be injected into the nostrils. The small amount of exide of mercury and sulphide of arsenic will not be dangerous used in this way.

(Signed) J. G. KERR,

Directions are given according to the Chinese method of using the medicines.

The nature of the oil is very mild, but its action is exceedingly good, possessing wonderfully curative effects in both internal and external diseases. As it is an invaluable medicine it should be kept on hand ready for use by all persons, whether at home or abroad. DIRECTIONS.

For external use rule the oil on the temples. forehead, between the eyebrows, back of the ears and neck, on the chest and back, on the abdomen or wherever the pain or soreness is cented. It must be rubbed on for 5 minutes. For toothache put a little in the tooth on outton and rub on the gums. The oil has beneficial effects in headache, fainting, colds, sore throat, stomach-ache, colie pains, rheumatism, numbness of the limbs, pain in the back, cramp. local swelling and inflammations, influenza. diarrhoes, toothuche, pains in the head and convulsions after childbirth, prickly heat, boils,

and mosquito bites. Internally the dose is five drops in a little water, and it is to be repeated every two or three hours, at the same time using it extornally.

The proprietor of the Kwong Chi Koon Drug Store of Canton has placed in my hands for examination a number of his preparations with the receipe for each.

His "IJ I YAU" " As you wish Oil" has a wide circulation and is very much used. It is composed of aromatic and stimulant borbs and barks, most of which are well known in our pharmacopoeia, together with pingpin (a costly kind of camphor) bishops wort, orris root, with two or three other less known articles, but none of the objectionable substances which enter into many Chinese medicines. It is one of the combinations which has real merits and it is not strange that it has attained so wide a reputation for the relief of maladies for which

it is recommended. (Signed) Docton J. G. KERR. Canton, China. Any order please apply to :-

MESSRS. DARTLY & Co., No. 19, Queen's Road Central, Hongkong. Who are appointed Sole Agents for the sale

KWONG CHI KOON. Hongkong, 5th May, 1900. THUNG NGOI SAN PO

of our Goods.

(Chineso Daily Press). PUBLISHED DAILY, is the oldest and still immeasurably the best medium for Advertising among the

Native Community. Established for nearly FORTY YEARS circulates largely throughout Southern China. Indo-China, etc.

Torins for Advertising (Translations free) can be obtained at the Office, 9, Praya Central. Hongkong; or from the different Agents. Documents translated from or into Classic or Colloquial Chinese.

NOTICE.

BEG to express my sincerest thanks to the Members of the Canton Portuguese Philarmonic Band and their Friends for the Farewell Party given on the occasion of my departure from Canton.

F. RODRIGUES. *Hongkong, 31st August, 1900.

PUBLIC AUCTION. TITHE Undersigned has received instructions from Ma. ATACK, Furniture Dealer (owing to his removal to new premises), to sell by Public Auction, on SATURDAY, the

15th September next, at his Store, 39, Queen' Read Central, the portion of his STOCK-IN-TRADE, FURNITURE, FIXTURES, &c., &c. TERMS :- As Usual.

V. I. REMEDIOS. Auctionoer. Hongkong, 31st August, 1903. THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE · MARK.

TOTICE is hereby given that LEVER BROTHERS, LIMITED, have, on the 25th day of June, 1990, applied for the registration, in Hongkong, in the Register of TRADE MARKS of the following Thank Mark. The micture of a Monkey holding up a frying pan and the words " Monkey Brand," in the name of LEVER BROTHERS, LIMITED, who

claim to be the proprietors thereof. The TRADE MARK is intended to be used by the applicants forthwith in respect of the 3 r.m., are published for general information. following goods in Class 50: - Preparations, Combounds and Substances for Cleaning and Polishing such things as Furniture. Cutlery, China. Glass. Marble, Paint, Earthenware, Metal

Goods and Buildings. A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong. Dated the 30th day of August, 1900.

DENNYS & BOWLEY, Solicitors for the Applicants,

NOTICE TO CONSIGNIE 3.

FROM MIDDLESBRO, LONDON AND STRAITS. THE Steamship "RADNORSHIRE,"

Captain Hadley, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th September will be sabject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 7th September, at 2.30 r.m. No Five Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., Hongkong, 30th August, 1900. "SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKO. WHE Company's Steamship

"RADNORSHIRE." Hadley, Commander, will be despatched for the above ports TO-MORROW, the 1st September, at 5 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Colonial Secretary's Office Hongkong, 20th August, 1900.

UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE. (HAMBURG-AMERIKA LINIE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL. THE full-powered Stemmship "ASTURIA,"

Capt. Hildebrandt, will be despatched for the above port on or about 10th October. For Freight, apply to CARLOWITZ & CO.,

Hongkong, 31st August, 1900.

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain :-Leading Articles : -The Entry into Peking. The Question of China's Partition. The Japanese Action at Amoy.

A Lesson in Combined Action. The Crisis: Telegrams. Supreme Court. Sanitary Board. The Crisis in China.

The Servant Question in Hongkong. Hongkong Home Guard. The Charge against a Sanitary Inspector. The Gymkhana.

H.M.S. "Terrible." Fund. The Wreck of the " Futami Maru," Hongkong Hotel Co. Hongkong Spinning, Wearing, and Dyeing

anton. Swatow. Amoy. Wuchow. Manila. 🕟 Sandakan Notes. Hongkong Football Club. Hongkong Volunteer Corps. Hongkong and Port News. Subscription, \$12 per Annum, payable in

advance; postage, \$2. Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each, or SI for three copies Cash. Hongkong, 31st August, 1900.

CRICKET.

MIXTURES REQUIRED with Local Texms for coming Season.

Address-E. WISDOM. Hon Secretary, H. M. S. Tamar. Hongkong, 28th August, 1900. COLD STORAGE.

TANKE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at East Point at Moderate Rutes. WM. PARLANE,

Hengkon r, 17th February, 1899.

INTIMATION TOREWER&CO.

NEW BOOKS. The Life of Wellington-the Restoration

of the Martial Power of Great Britain, by Sir H. Maxwell, 2 Vols. ... \$12.50 Cecil, Rhodes, 1881-1900-His Political Life and Speeches Ten Machinery and Ten Factories, by A. J. Wallis-Taylor ...

How England Saved Europe-Story of the Great War 1793-1815, by Fit-The Overland to China, by Coloquhoum... The Annandale Coucise English Dictionary, Quite Up-to-Date 2.25 Little Folks, New Volume, to June, 1900 2.25 Year Book Photography Almanack

Celebrities of the Army, Parts 1 to 7, at 35 cents each The Repreach of Annesby, by Author "Silence of Dean Maitland" 35 Newnes' Citizon Atlas Sonfa' Newest Stamp Album ... 12.00 Boy, by Marie Corelli (Cloth) ...

23 & 25, Queen's Road, Hongkong.

AUCTIONS

GOVERNMENT NOTIFICATION. No. 430.

THE following Particulars and Conditions of Salo of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MON-DAY, the 3rd day of SEPTEMBER, 1900, at By Command.

F. H. MAY, Acting Colonial Secretary. Colonial Secretary's Office. Hongkong, 18th August, 1900.

Particulars and Conditions of the Letting by Public Anction Sale, to be held off MONDAY, the 3rd day of SEPTEMBER, 1900, at 3 r.m., at the Offices of the Public Works Dapartment, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

PARTICULARS OF THE LOT.

Measurements. NE. | SW. | SE. NW. n. t. ft. ft. Street Inland Station Lot | Street, No. Taiping. 1,614 | man | 315 | 315

GOVERNMENT NOTIFICATION. No. 431. THE following Particulars and Condi-L tions of Sale of CROWN LAND by PUBLIC AUCTION. to be held at the Offices of the Public Works Department, on MONDAY, the 3rd day of SEPTEMBER.

1900, at 3.15 P.M., are published for general information. By Command. F. H. MAY. Acting Colonial Secretary.

Hongkong, 18th August, 1900. Particulars and Conditions of the Letting by Public Auction Sale, to be held on MON DAY, the 3rd day of SEPTEMBER, 1900, at 3.15 r.m., at the Offices of the Public Works Department, by Order of His Ex: cellency the Governor, of One Lot of Crown Land, at Morrison Hill Gap, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a

Crown Rent to be axed by the Surveyor of

Her Majesty the QUEEN, for one further term of 75 years. PARTICULARS OF THE LOT.

Boundary Measurements. N. 1 S. P. W. th. ft. ft. ft. Inland Morrison Gap j___ 212 212 5' 5' 1,000 12 871

GOVERNMENT NOTIFICATION. No. 432.

THE following Particulars and Conditions of AUCTION, to be held at the Offices of the Public Works Department, on MON-DAY, the 3rd day of SEPTEMBER, 1900, at 3.30 P.M., are published for general information. , By Command.

F. H. MAY, Acting Colonial Secretary. Colonial Secretary's Office. Hongkong, 18th August, 1900.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 3rd day of SEPTEMBER. 1900, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Three Lots of Crown Land, in the Colony, of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN,

PARTICULARS OF THE LOTS. Boundary Measurements. S. | E. | W. In-land Pok-fu-Lot lum No. Con-No. Con-1,545 duft 150' 150' 197' 201'.0' 29,750 171 3,570 1,516 ', 150' 150' 218' 107' 29,960 172 3,595 1,547 ', { 35' 121' } 147' { 176'.2" } 213' 27,025 159 3,315

fer one further term of 75 Years.

AUCTION

GOVERNMENT NOTIFICATION. No. 442.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the 6.50 Public Works Department, on TUESDAY, the 4th day of SEPTEMBER, 1900, at 3 r.m., are 16.50 published for general information. By Command.

F. H. MAY, Acting Colonial Secretary. Colonial Secretary's Office. Hongkong, 25th August, 1900.

Particulars and Conditions of the letting by Public Auction Sale, to be held on TUES. DAY, the 4th day of SEPTEMBER, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excallency the Governor, of One Lot of Crown Land at Ma-Tau-Kok, Kowloon, in the Colony of Hongkoug, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT. Boundary Measurements. No. Ma-Tau-1,100 Kok | 150 | 150 | 200 | 250 | 45,000 102 2,700

PUBLIC COMPANIES

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A NINTERIM DIVIDEND at the RATE of 5 per cent. (Two Dollars and Fifty Years, with the option of renewal at a CENTS PER SHARE), for the six Months ending 30th June, 1900, will be PAID to those Persons Company on the 31st August, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st instant, both days inclusive. By Order. EDWARD OSBORNE,

Secretary. Hongkong, 17th August, 1900. THE HONGKONG COTTON SPINNING

WEAVING AND PYEING COMPANY. LIMPTED.

· NOTICE TO SHAREHOLDERS.

45 45 1 ,175 216 35,438 THE ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held in the Offices of the General Managers on MONDAY, September 3rd, and not on August 27th as originally advertised, at 4 o'CLOCK P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August

JARDINE, MATHESON & CO. General Managers. Hongkong, 13th August, 1900.

THE HONGKONG COTTON SPINNING WEAVING AND DYEING COMPANY, LIMITED.

NOTICE is hereby given that the REGIS. TER of SHARES in the above Company will be CLOSED from MONDAY, August 20th, to the 3rd September (both days inclusive), and not from August 13th to August 27th as previously advertised, during which period no Transfer of Shares can be

JARDINE. MATHESON & CO., General Managers. Hongkong, 13th August, 1900.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS ore requested to send in a Statement of Business contributed during the Half-Year ended 30th June, 1900, on or before the 15th September, on which date the Accounts will be CLOSED. By Order of the Board of Directors.

. THOS: I. ROSE, Secretary. Hongkong, 24th August, 1900. GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY,

LIMITED.

NOTICE is hereby given that SCRIPS Number 1,260 to 1,262 for 300 SHARES of the above Company, numbered 119,683 to 119,982, in the name of S. Y. TONG, of Tientsin, and that SCRIPS Number 1,269 to 1,274 Sale of CROWN LAND by PUBLIC | for 600 Shares of the above Company, numbered 120,583 to 121,182, in the name of LIANG YU TONG, of Tientsin, having been LOST, New Scrips for same will be issued after One month from the date hereof, and the Original Scrips will be considered by the Company as null and void, and all persons are heroby warned against accepting or negotiating same.

LUTGENS, EINSTMANN & CO., General Agents. Hongkong, 30th August, 1900.

OLIVERS FREEHOLD MINES. LIMITED.

N accordance with Article VIII., Paragraph 3, of the Articles of Association of the Company, Interest at the rate of \$10 per Annum is being charged on all Unpaid Calis.

JOHN D. HUMPHREYS & SON, General Managers,

Hongkong, 18th August, 1900. TEBRAU PLANTING COMPANY,

LIMITED. NOTICE is hereby given that in accordance with Article IX., Paragraph 3, of the

Articles of Association of the Company, the following Shares have been forfeited:-10701-10800 12686-13185 11061-11085 14686--14785 11886-11935 15786-16085 12136-12285

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 18th August, 1900.

BANKS.

THE NATIONAL BANK OF CHINA LIMITED.

PAID-UP CAPITAL £ 324,374 HEAD OFFICE-HONGKONG.

CHAN K. SHAN, Esq. | D. GILLIES, Esq. CHOW T. SHANG, Esq. J. T. LAUTS, Esq. Chief Manager. GEO. W. F. PLAYFAIR. Interest for 12 Months Fixed 57

BOARD OF DIRECTORS.

THE BANK OF TAIWAN (FORMOSA), LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Hongkong, 23rd March, 1899.

AUTHORIZED CAPITALYen 5,000,000

HEAD OFFICE :- TAIPEH, FORMOSA. JUICHI SOYEDA, Esq., President. Head Office Manager: HIROMI KAWASAKI,

BRANCHES AND AGENCIES. Osaka Kvoto Yokohania Nagasaki Hakodata Moji Koba Tainan New York S. Francisco London Hongkong Amoy Shaughai Tientsin Newchwang Chemulpo Fusan.

HEAD OFFICE :- INTEREST ALLOWED. On Current Account 4.75'/. per anuum "Savings Bank 5.48"/ On Fixed Deposits :-61 7

Credits granted on approved Securities and every description of Banking and Exchange Discounted. business transacted. places both in Japan and Abroad.

application. ' HIROMI KAWASAKI, Manager. Taipeh, 1st August, 1909.

who are registered as Sharsholders in the above THE BANK OF CHINA & JAPAN, LIMITED. WORKING CAPITAL over £210,000

RESERVE LIABILITY OF SHARE-HEAD OFFICE: 36, Nicholas Lane, London.

BRANCHES: Hongkong, Shanghai, Singapore. AGENCIES: Yokohama, Koba, Penang, Bombay, Calcutta. Madras, Colombo, Rangoon, Java, Lyons, and

BANKERS . The Bank of England and the Capital and Counties Bank. Limited. General Manager-F. C. Bishop.

INTEREST ALLOWED. On Current Accounts ... 2 per cent Fixed Deposits 3 months ... 4 ...12 \ notice ... 44 "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places. Hongkong, 1st May, 1900.

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISED CAPITAL SUBSCRIBED£1,125,000 PAID-UP£ 562,500 RESERVE FUND £ 30,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance. ON FIXED DEPOSITS :--

J. THURBURN, Manager, Hongkong. Hongkong, 24th March, 1900. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31

PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongrong and Shanghat BANKING CORPORATION.

Acting Chief Manager. Hongkong, 26th March, 1900. I TONGKONG & SHANGHAI BANK ING CORPORATION.

H. M. BEVIS,

RESERVE FUND-STERLING RESERVE...\$10,000,000 SILVER RESERVE ... 2,000,000

RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS. N. A. Siers, Esq.—Chairman.

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CHIEF MANAGEE: Hongkong-Sin Thomas Jackson. MANAGER:

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Hongkong, 18th August, 1909.

BANKS.

THE TEUTECH-ASIATISCHE BANK.

> HEAD OFFICE-SHANGHAL. BOARD OF DIECTORS : BERLIN. BRANCHES :

Berlin Hankow Calcutta Tsingtan (Kiautschou) Tientsin LONDON BANKERS Messrs. N. M. Rothschild & Sons,

UNION BANK OF LONDON, LTD.

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Acting Managor.

Hongkong, 8th February, 1900. MPERIAL BANK OF CHINA ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Subscribed Capital. Shanghai Tls. 5,000,000 PAID-UP CAPITAL

HEAD OFFICE-SHANGHAY.

BRANCHES AND AGENCIES. ·Canton Hankow Chefoo Peking Chinkiang Penang Chungkiang Singapore Foochow Swatow

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ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... You 24,000,000 CAPITAL UNCALLED 6.000.000

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LIGHT

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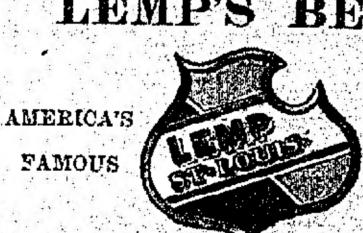
Hongkong Manager.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED. PARR'S BANK, LIMITED. THE UNION BANK OF LONDON, LIMITED.

Shanghai

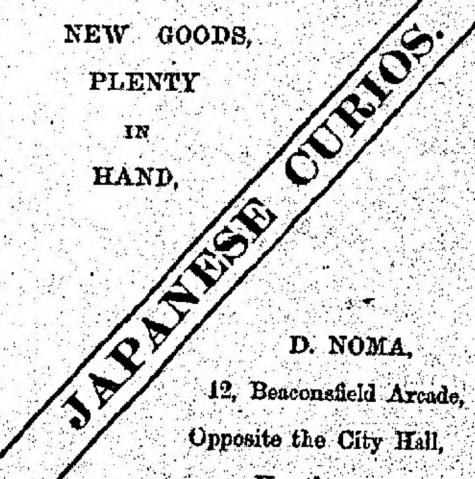
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Hongkong, 17th, April, 1900. LEMP'S BEER.



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Hongkong. Hongkong, 27th April, 1900. R. J. REMEDIOS.

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Hongkong, 16th November, 1872.

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Claims settled direct without reference to the Head Office. A. R. MARTY. Hougkong, 1st August, 1900.

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without reference to the Head Office. For Bates and other Particulars, apply to W. J. G. WHILEY, Acting Managor. 8, Praya Central. [872 NORTH BRITISH AND MERCAN-

TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1899, £14,409,089.

AUTHORISED CAPITAL £3,000,000 0 0 SUBSCRIBED CAPITAL ... 2,750,000 0 0 PAID-UP CAPITAL 687,500 0 0 FIRE FUNDS 2,731,183 13 7 II. FIRE FUNDS

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO. Agents. Hongkong, 22nd June, 1900.

The Undersigned, having been appointed

CUN INSURANCE OFFICE, LONDON. FOUNDED 1710. The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates

SIEMSSEN & CO., Hongkong, 16th May, 1892. AACHEN AND MUNICH FIRE IN-SURANCE CO.

OF AIX-LA-CHAPELL. THE Undersigned, having been appointed A GENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BRÖCKELMANN & CO.,

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Hongkong, 27th July, 1897.

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WM. SCHMIDT & CO. Hongkong, 21st August, 1900

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THE BRITISH CAVALRY IN SOUTH AFRICA.

writes from Cape Town :-

of those in Natal, which country is about as steel shoes and rings. Lee-Metford carbine, suitable as Switzerland for the operations of showered on us, I am quite prepared to admit | weight can be reduced. that our cavalry is very far from being perfect, telligence who has taken part in the Kimberley suggest many important, I might say neces- the end of April in this campaign, and these sary, changes. I contend that as our material in men and horses is by far the best in the world, so our cavalry is facile princeps-but do we make the best use of the splendid material at our command? No, certainly we do not and I maintain that our cavalry ought to be, could be, must be doubled in efficiency. Let us take the blackest spot first and see

what can be done to eliminate it. This is, undoubtedly, the ridiculous weight that our horses have to carry. It is an impossible weight. All cavalry officers who have been brought up-as cavalry officers should be-in the hunting field, where they learn a very valuable part of cavalry soldiering by the same methods that ducks learn to swim (and this part of the science it is almost impossible to learn later on, that is the reason why some of our cavalry commanders, otherwise able, fail somewhat as horse-masters), have recognized this for some time, and it is thrust on their notice in the most unpleasant way possible in a campaign like the present one. Think of it, that a lightweight horse should have at least 18st. put on his back, and after being piled up with this impossible weight must (if our cavalry is to be efficient) satisfy the following requirements. He must be able to march for many days consecutively at least 20 miles a day-30 would be nearer the mark; he may then be called upon at any time, possibly at the end of a long day, to gallop two miles and charge, and then with his 18st, on his back take part in a pursuit in which the problem to be solved is how to catch a fleeing enemy on comparatively fresh horses riding 4st. or 5st. lighter. Is not this the reductio ad absurdum, and yet this is what our cavalry must do to give their full value! And why is it that our cavalry horses are crushed down with this ridiculous and unnecessary weight? Simply because none of our authorities have brought their ability and intelligence to bear on this the most important and difficult problem connected with cavalry soldiering. When I say difficult, the difficulty lies in reducing the weight to rational dimensions, for there is no difficulty whatever in reducing the weight considerably, though there might be a little extra expense incurred. But to any expert or to a committee on the subject the

following problem-" Can you possibly reduce the weight of the saddle, the carbine, the sword, the lance, the bit and head-piece, the men's cloaks and capes?" The answer would be in every case "Yes." In fact, the only thing one cannot reduce is the weight of the rider; but after all these had been reduced to a minimum the weight would still be an impossible one. What is to be done then? I have mentioned a rational weight, and you will ask me what I call rational-from 13st. 7lb. to 14st. Then you will say, how is it possible to solve this problem, seeing that if one could reduce the actual weight of arms and equipment by 2st. (which would be the most one could hope for) it would still leave our horses burdened with 2st, over the 'rational" weight. Manifestly the solution that this 2st. must be carried elsewhere than on the horse. I feel sure that the majority are with me as far as I have gone, that these crushing weights must somehow or another be taken off our troop-horses' backs; but how they should be carried requires careful thought and working out by an expert or, better still, by a committee

of experts. May I, however, be allowed to offer the suggestion that light carts, one per field troopthat is, four per squadron-might be added to the establishment for this purpose? These carts would, I think, be best drawn by mules and should accompany their squadrons in the field wherever they go, whether with the main body of cavalry or on outpost or other duty. have no doubt that someone of inventive genius could construct a cart which, when emptied, sit up in bed. I had a gnawing pain and a sinkcould be turned into a field kitchen or some equally useful machine. Limit the men's kit to be carried in these carts to, say, 28ib. weight, then each cart would have to carry 30cwt. for one field troop of 120 men. I know there are disadvantages to this, but the saving in horsefiesh in sore backs alone would pay the extra cost many times over in one month of campaigning. There may be other and better ways of carrying the kits then this. This is only one food agreed with me and I felt stronger. I kept that suggests itself to me. The conditions. that should be satisfied in carrying the kit otherwise than on the horses are that they must be able to be got at any moment they are re. | complaint it never fails to easy me. I am now quired, they should be kept dry, and every man in good health, for which I thank Mother

be very difficult to deal with. In considering, therefore, how the weight can be reduced from 18st. to 14st., we should begin with this item-An occasional correspondent of the Times | weight of kit to be carried elsewhere than on the horse, 2st. Then the problem would begin With the exception of one weekly journal, to solve itself, for the saddle, having much less whose correspondent showed such complete ignor- to support, could be reduced enormously in ance of the abnormal conditions under which our weight. It now weights the absurd burden of cavalry served in South Africa that his adverse | 28th ; I am told that the American cavalry opinions and criticisms merely brought ridicule saddle weighs considerably less than 14lb. on himself, operations of the British cavalry in | Have you ever taken up in your hand a cavalry the South African war have been done full jus- bit and brideon and head collar, reins, &c. tice to in the Press; and, moreover, by the It is a marvel how a horse can carry Commander-in-Chief in South Africa unstin- his head with it all. Away with it, it can and ted praise has been bestowed on this branch of must be reduced, say, 25 per cent. The lance the service. We are gratified by the com. weighs up to 51b., making it a too heavy weapon mendations of the Press of our country, we for any but a very strong man to use effectiveare elated at the praise of our Commander-in- ly, and this weight is useless. Take 3lb. off it. Chief, and we are thereby certified of the value | Look at the cavalryman's sword, heavy and and undoubted success of the branch of the clumsy throughout, with a needlessly heavy steel to see. service that we love. (I am alluding solely scabbard, which is not only unnecessary but to cavalry operations on the frontier of Cape spoils the edge of the blade when sharpened, Colony and in the Free State; I know nothing Let us return to the old leather scabbards with very heavy; if a magazine carbine is necessary cavalry.) Nevertheless, in spite of the praise for cavalry, which is open to question, still the No doubt all this means increased expenditure

and I consider that any man of ordinary in. for finer material, but if it could save the wholesale waste of horsetiesh on service it would be relief march, the operations at Paurdeberg, and true enconomy. One squadron of lancers had the subsequent march to Bloemfontein, could more than 400 horses through their ranks up to and Shanghai. were not by any means all killed by the enemy Another squadron of dragoons I saw, which only had seven horses left fit for duty, and these are not exceptional cases. But I am wandering somewhat from my subject. We have got rid of 2st., to be carried elsewhere than on the horse and have reduced all the items of equipment to their minimum. Lat-us see what must be carried on the horse. The soldier and his clothing, bundolier with 150 rounds, waterbottle, and haversack. Do away with his cloak and cape on service. The Indian regiments in South Africa have a garment called officially 'the coat warm British" made of khaki serge. thick, with a flannel lining and pockets, much lighter and less combersome than the cleak. This rolled in the waterproof sheet, carried as either a front or rear pack, preferably the latter. is all the kit that should be required. Nose-bag with one feed, or even that might be in the cart (in a very dry and hot country the chagul for water might be carried), lance, sword, and carbine. I think the wallets might then be done away with, the men would ride much better and more comfortably without them (for our cavalrymen would be far better horsemen than they are if wallets had never been invented), and the absence of straps and buckles would be a great advantage, the haversack would carry all that was necessary in this case the coat and water proof sheet must of course, be carried as a rear pack. Every. thing else should be carried in the cart-horse. shoes, blankets, built-up rope (or one long rope for the troop), and any change of clothing that is absolutely necessary. There is a great deal more to be said on this subject, but I hope I have written enough to give your readers food for reflecting whether some trouble and possibly. expense should not be devoted to reducing the weight carried by out troop horses on active service. From time to time it has been hinted to me that our envalry soldier does not take sufficient care of his horse on service. I be. lieve this insinuation arises from the excessive mortality amongst horses during the war, and one of your contemporaries even attributed it to what he was pleased to call "the peace traditions of the British cavalry." I think if this writer were to study the Army List and note the honours won by the British horse he would be shamed into withdrawing this offen. sively silly paragraph. But alas! how many writers on military subjects nowadays are grossly ignorant of all military matters? I propose, therefore, in my next article to show that this libel on the British cavalry soldier has no

TWO SORTS OF FATIGUE.

explain the reasons for this equine mortality.

foundation in fact, and at the same time to

To be tired is nothing. The bodily powers are more or less exhausted for the time being. No harm is done. The sources of strength are not impaired. Food and rest will set things to rights. We shall sleep all the better for having come home under the scothing influence of fatigue. It is nature's narcotic, leaving headaches or bewildered brains behind it. It is the highest licence to knock off work; it is an order for to morrow's supply of vigour. The man who was never tired with hones. labour has nissed one of life's luxuries.

But the thing this woman talks of is very different. Rest does not relieve it; the cheerfulness and refreshment of the evening meal cannot be used as an antidote to it; it is a sort of weakness which neither welcomes the darkness nor has hope in the dawn.

"Even since I was a girl of twelve years of age," she says, " I have been weak and ailing. I had no strength or energy, and was always low and languid. I had a poor appetite, and the little food I took gave me great pain at the chest and through to my back.

"My, skin was yellow, and I had a constant pain at my right side. From time to time was taken with spasms, and for hours was racked with pain. I lost much sleep, and had often to ing in the stomach which made me feel as if I had no strangth left.

"In this low state I continued for years, being sometimes better and again worse, but never free from pain. I got so extremely weak that I often thought I should never live.

"In Murch, 1893, my mother-in-law told me about Mother Seigel's Curative Syrup, and how it had done her good. I got a bottle from Mr. F. Hudson, chemist, Eccleshall, and when I had taken it a short time I found great benefit. My on taking it, and soon was better than I had been for years.

"Since then I have kept the medicine in the house, and whenever I feel anything of my old Seigel's Syrup. You can make what use you in the troop should know where his kit is, and like of this statement. (Signed) Mrs. Esther be able to get it without disturbing the rest. L. Palin, Cotes Heath Bank, Standon, near 122 With a cart none of these requirements would Crewe, Nov. 1st, 1895."

Mr. Frank T. Hudson, the chemist whom Mrs. Palin names, informs us that he has known her for some years, and vonches for the accuracy of her statement.

In the absence of definite information we can do no more than speculate as to the original cause of this lady having become, at so early an age, a victim of indigestion. The unkanny fact, however, is, that there are multitudes of children, usually girls, who suffer in the same way. They are anremio, pale, weak, low-spirited, short of breath, and generally incupable. Every doctor comes across them in his practice, and plenty of trouble and worry he has in tryingcommonly with poor success—to cure them. The fundamental defect with these young people is a congenitally bad digestion. The stomach dull, weak, cold, and torpid; hence food does not nourish, and all the symptoms and results of non-nutrition follow, as described by Mrs. Palin. The patient may die—helpless to resist—of some acute disease like pneumonia or quick consumption, or linger along for many years, as she did, bearing a load of illness and pain that is pitiable

In these sad cases Mother Seigel's Syrup has made a record of cures, even in advanced life, which stamp it as a genuine remedy. It goes to the root of the trouble, the incompetent stomach and liver, stimulates them to normal action, and thus ensures a radical recovery. Despite their dismal past many a woman having used the Syrup, says with Mrs. Palin, "I am now in good health."

MANILA CIGARS.

WANTED by a Manila Cigar Factory AGENTS in Hongkong, Singapore Favourable conditions.

References required. Offers under "M. W." to be directed to-"EL COMERCIO" OFFICE, MANILA.

Hongkong, 30th August, 1900.

TOR SALE:

In addition to the BLICK-WRITER, we Manufacture a complete line of DESKS. roll and flat top, TYPE-CABINETS, WRITER OFFICE TABLES and FURNITURE, SUSPEN-SION Letter Document, and Catalogue FILES, CARD INDEX CABINETS, and any article used in an Office or Library.

We cordially invite Merchants and others to send for our complete Catalogue. Ordors may be placed through any Reputable London or American House or direct, as may best suit convenience.

BLICKENSDERFER MANFG. CO., 325, Broadway, New York CITY Cable Address "Blick."

Hongkong, 24th October, 1899. FOR SALE.

CKETCH PLANS of Hongkong, showing Baildings, Godowns, Street Nos., Lot &c., &c.; especially suitable for FIRE Insurance companies.

J. D. K. Z., Care of Daily Press Office. Hongkong, 30th August, 1900.

HIRANO NATURAL MINERAL WATER, HIRANO MURA, HYOGO-KEN.

JAPAN. TO OTTLED in its Natural Carbonic Acid Gus. Bright Sparkling and Effervescent. An excellent drink with Wines or Spirits.

Price \$5.50 per Case of 48 Pints. As seen from the Imperial Japanese Government's Analysis the above belongs to a class of saline mineral waters having alkaline reaction, and taken internally its medical uses are for chronic catarrh of the stomach, intestines, diseases of glands, and chronic endometritis. TAI WO & CO.,

22, Bank Buildings, Agents for Hongkong. Hongkong, 14th August, 1900.

YABARI AND SORACHI COALS

HOKKAIDO TANKO TETSUDO KAISHA. (HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL 800,000 Tons.

PORTS OF EXPORT-

OTARU AND MURORAN. THE celebrated Yubari and Scrachi Coals are widely known as the best and most econo-Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai. Hongkong, and other principal ports, OFFICE: MINANI LIDAMACHI, TOKYO,

> Telegrams: "TANKO" TOKYO. HUGHES & HOUGH. Agents for Hongkong.

NOTICES TO CONSIGNEES STEAMSHIP "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London and Havre ex s.s. Adour, and Bordeaux ex s.s. Ville de Valencienne and Maurice Reunion, in connection with above Stonmer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees

before Noon To-DAY, the 20th instant, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 5th September, at Noon, will be subject to rent and landing charges.

the 5th September, or they will not be re-All damaged packages will be examined on WEDNESDAY, the 5th September, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX,

All claims must be sent in to me on or before

Hongkong, 29th August, 1900. OCEAN STEAMSHIP COMPANY.

CONSIGNIES per Company's Steamer

"ALCINOUS." are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company; in both cases it will lie at Consignes' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th instant

Optional vargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 1st prox. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at II A.M. on the 4 prox. BUTTERFIELD & SWIRE.

Hongkong, 25th August, 1900.

FOR IMMEDIATE SALE.

POWERFUL TWIN-SCREW RIVER STEAMER, very suitably fitted to carry a large number of passengers and cargo. For Particulars, apply to-

BANKER & CO. Hongkong, 1st August, 1900 ATTSUI HUSSAN KAISHA No. 6, ICE HOUSE STREET, PRAYA CENTRAL

Head Office :- Tokio. Branch Office :- LONDON, NEW YORK, BOM-BAY, SINGAPORE, SHANGHAI, TIEN-TSIN, NEWCHWANG, and all Ports in JAPAN.

AGENCIES :---Milke Coal Mines. Kanada Coal Mines. Hokoku Cont Mines. Yoshinotani Coal Mines. Ohnoura Coal Mines. No. 1. Ohtsuii Coal Mines. Ichimara Coal Mines. Kishima Coal Mines, Yoshio Coal Mines. Yamano Coal Mines. Manoura Coal Mines. The Osaka Shosen Kaisha, Limited, Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited. Kanegafuchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Shipping Mills, Milke Cotton Sppinning Mills, Onoda Cement Company,

Imperial Government Paper Mills, MITSUI BUSSAN KAISHA. M. FUJISE. Manager. Hongkong, 19th August, 1899 TO ORTLAND CEMENT

& BROS

HOLLIDAY, WISE & CO. Hongkong, 16th September, 1899. WING CHEONG.

Dealers in JEWELRY, DIAMONDS. PEARLS, CURIOS. JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.

SOLE AGENTS FOR CHINA

GENERAL EXPORTERS.

We beg to inform the Ludies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind

Behind Hongkong Dispensary,

"Rainbow"

"Rambler"

"Rozario"

"Robin"

"Kattler"

"Redpole"

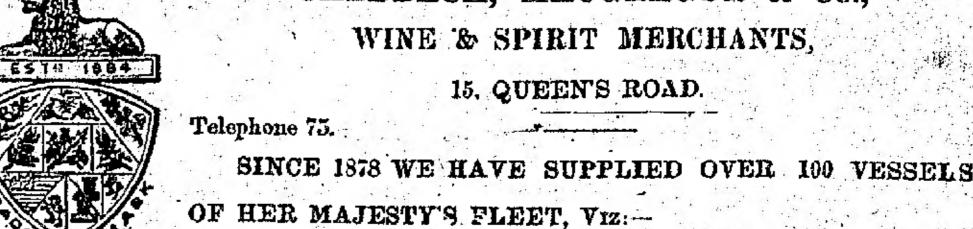
"Swift"

"Redbroast"

"Eheldrake"

Nos. 1 & 3. D'AGUILAR STREET.

Hongkong, 5th April, 1900 CALDBECK, MACGREGOR & Co.,



" Edgar" " Esk" · Egeriu' "Albatross " Audacious "Furne" "Flying Fish "Agamemnon

"Archer" " Barfleur" Bonaventure "Brisk" Curacoa 'Cleopatra' "Carvafort" "Centurion Champion'

" Aurora

"Algerine

"Æolus"

"Alacrity

"Cockenafer 'Constance' 'Conquest' "Charybdis Crescent' "Daphne" "Daring"

'Goliath" "Gibraltar "Grafton" " Hart Handy" · Hermione "Humber" "Hornet" "Hyacinth" "Iron Duke" "Isia" "Imperieuse "Inconstant "Immortalite " Iphigonia" " Juno"

Firebrand'

"Marathon "Mohawk" "Narcissus " Orlando' "Otter" "Pallas" " Peacock' " Pegasus "Penguin "Phomix Pigeon' "Pigmy "Pique" "Ployer" " Powerful" "Porpoise

"Lapwing"

" Lizard"

" Linnet"

"Leander"

"Magpie"

" Mercury

"Minerva

"Mosquito"

" Moorhen

"Satellite" "Eevern" "Epartan" "Eandpiper" "Enipe" "Tamar "Tweed" "Terrible" "Tyne" 'Undurented' "Victor Emanuel" "Victorious" "Wivern"

"Wanderer" "Waterwitch" "Woodcock" "Whiting" "Zephyr"

"Kestrel"

Brit. str. ..

Brit. str. ..

Brit. str. ...

SHIPPING.

AKKIVALS. Aug. 30, DIAMANTE, British str., 1,255, Ramsay, Manila 27th August, Hemp and Cigurs, -Shewan, Tomes & Co.

MANILA, JEBU & HOILO KAIFONG

SINGAPORE, PENANG & CALCUTTA CHELYDRA

Aug. 30, LOONGMOON, German str., 1,245, Schulz, Canton 29th August, General. SIEMBBEN & Co. Aug. 30, INDEPENDENT, German str., 871, A. Holtz, Samarang 21st August, General .-

SANDER, WIELER & CO. Aug. 30, Loyal, German str., 1,237, Lorenzen, Bangkok 22nd August, Rice.-SANDER, WIELER & Co. .

Aug. 30, Hamburg, British ship, 1,649, Caldwell, New York 20th April, Oil.—Stan-DARD OIL CO.

Aug. 30, PETRIANA, British str., 1,248, Snape. Palampapan 23rd July, Oil.-ARNHOLD, KARBERO & Co. Aug. 30, RADNORSHIRE, British str., 1,889, A.

D. Hadley, London via Singapere 24th | THE Steamship August, General .- SHEWAN, TOMES & Co. ; Aug. 30, Toonan, Amr. str., 1,354, J. Blethen, Chefoo 24th August, General.—CHINESE. Aug. 30, Australian, British str., 3,000, P. T. Helms, Sydney 4th August, Brisbane 6th, the Steamship Townsville 9th, Cooktown 10th, Thursday 28th, General.-Gins, Livingston & Co. Aug. 30. Rostilla, British str., 2,216, C. H. S.

Tocque, R.N.R., Yokohama 22nd August, General .- P. & O. S. N. Co. Aug. 30, KWEIYANG, British str., 1,086, Onterbridge, Hongay 27th Aug., Coal.-BUTTER-FIELD & SWIRE.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 30th August.

Clara, German str., for Haiphong. Pronto, German str., for Saigon. Haiching, British str., for Swatow. Lir, Norwegian str., for Kutchinetzu.

DEPARTURES. Aug. 30, Formosa, British transport, for Taku.

Aug. 30, MATIANA, British transport, for Aug. 20, BRAEMAR, British str., for Portland. Aug. 30, PROGRESS, German str., for Touron. Aug. 30, Loongsand, British str., for Manila. Aug. 30, HONGKONG, French str., for Hollow,

Aug. 30, CROWN OF ARRAGON, British str., for Aug. 30, Stant, British str., for Amoy. Aug. 30, INDRAVELLI, British str., for New York.

Aug. 30, MACEDONIA, British str., for Moji. Aug. 30, Nathung, British transport, for Taku.

VESSELS IN DOCK. ABERDEEN DOCKS .- Chowini. KOWLOON DOCKS .-- U.S.S. Monterey, Argus, Hailoong, Thales, H.I.G.M.S. Hertha, Kaifong.

SHIPPING REPORTS.

COSMOPDIATAN DOCK .- Nunshan, Stanfield.

The American Steamer Tooman, from Chefoo 24th August, had fine weather to Saddles; heavy rain and head sea to Turnabout; thence to port tine, clear weather and sharp head sea.

The British steamer Diamante, from Manila 27th August, had strong S.W. winds and heavy rain squalls on the 27th and 28th; light breeze, clear and fine weather on the 29th and 30th. The British steamer Robilla, from Yokohama 22nd August, had squally weather in Inland

Sen; strong S.E. winds and squally weather

after clearing coast of Japan to coast of China, The British steamer Australian, from Sydney 4th August, Brisbane 6th, Townsville 9th, Cooktown 10th, Thursday Island 12th, Port Darwin 17th and Manila 28th, experienced fine weather and variable winds to Port Darwin, and from there to Manila had fine weather for the first three days, which then came on huzy blowing hard from N.W. with a heavy N.W. swell. Whilst passing Cape Calavite on 23rd, 8 o'clock a.m., sighted a steamer ashore and kept away to her assistance. 9 c'clock stopped at a safe distance from the wreck, which turned out to be N. Y. K. Co.'s steamer Futami Mara ashore on Pantokami Point, about one-quarter of a mile from the shore. 9,25 chief officer boarded us and reported the ship a total wrock and broken amidships, and all the passengers and crew landed and camped on shore, where they had THE Company's Steamship been for the last five days. They requested to be taken to Manila, with the mails and sixteen cases of specie to the value of £9,000 sterling. Proceeded immediately into Paluan Bay to leeward of reef in almost smooth water, working engines is required, there being no anchorage, the least soundings being forty fathoms. Lowered two lifeboats and gig and manned them, in charge of 2nd and 3rd officers, and proceeded taking off the passengers, part of the crew and mails and specie; meantime working engines as required, keeping a safe distance from the chore and facilitating the work on

also mails and specie. Hoisted up boats and at

2 o'clock proceeded full speed in continuance of

voyage to Manila and arrived there the follow-

ing day at 9.30 a.m. Left Manila on 28th at 1

do clock n.m. and experienced thick hazy wen-

ther with heavy rain squalls from N.W. On

29th the wind turned to N.E. very suddenly,

with no change in barometer, and the weather

cleared up with a smooth sea.

VESSELS ON THE BERTH

TAIYUAN

DOUGLAS STEAMSHIP COMPANY, LIMITED.

POSTPONEMENT.

FOR SWATOW, AMOY AND FOOCHOW.

THIE Company's Steamship "HAICHING."

Captain Hall, will be despatched for the above ports TO-DAY, the 31st instant, at 10 A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 28th August, 1900.

FOR NEW YORK VIA SUEZ CANAL.

"RICHMOND CASTLE" will be despatched for the above port on or about the 31st instant, and will be followed by

"AFRIDI" Island 12th, Port Darwin 17th and Munita on or about the 8th September, and the Steamship

"MARIA DE LARRINAGA." For Freight, apply to DODWELL & CO., LD.,

Agents. Hongkong, 27th August, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"CHELYDRA," Captain Davies, will be despatched as above TO-MORROW, the 1st September, at Noon. For Freight, or Passage apply to JARDINE, MATHESON & CO.,

- General Managers. Hongkong, 25th August, 1900.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AU TRALIA, INDIA, ADEN, EGYPT. MEDITERRANEAN PORTS. PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

FILE Steamship "CHUSAN."

Captain C. D. Bennett, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 1st September, 1990, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and -Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceedcargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels, will, be received at this Office until P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills

of Lading. ·For further particulars, apply to A. M. MARSHALL, Acting Superintendent. Hongkong, 20th August, 1900.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVEE AND COPENHAGEN WITH OPTION VIA BANGKUK.

"ANNAM"

will be ready to load as above on SATURDAY the 1st September. For Freight or Passage, apply to MELCHERS & CO., A gents:

Hongkong, 28th August, 1900. CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAT. hand. 1.45 p.m. all safely on board (129 souls), THE Company's Steamship

> "KANSU," above on SUNDAY, the 2nd September, at DAYLIGHT.

For Freight or Passage, apply to BUTTERFIELD & SWIRE Agents, Hongkong, 30th August, 1900.

HAMBURG-AMERIKA

BUTTERFIELD & SWIRE On 20th Sept., at Noon.

(FREIGHT SERVICE).

Pennefather

(FREIGHT SERVICE).

On 2nd Sept., at Daylight.

To-morrow, at Noon.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.;

BUTTERFIELD & SWIRE

Davies JARDINE, MATHESON & Co.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION

		1070000	TO ALIEDATION.		*	
	STEAMERS.	DI	estinations.	SAILIN	d DATES.	
i	* SIBIRIA	(HAVRE & HA.	MBURG	. [About 21st	(Freight	anc
	Capt, Braun	(London with tra:	nshipment in Hamburg	Sept.	j Passage	3.
	SAXONIA	(HAVRE and H	AMBURG	About 30th	1 France let	
	Lintal In specie	A TROUGOU WITH THE	ուսությունում է բանություն	7 1 50DE.		
•	SERBIA	(HAVRE & HA	MBURG	(About 12th	1 Fraight	
*	Cant. Suchs	(Longon withtra)	nsurphient in transpury	11 October.]	
	* KONIGSBERG	HAVRELHA	MBURG) About 20t1	Freight	and
	Cant Schilder	1 (Loudon with tra	ushimment in Hambure	c) a October	Passac	FFI.
	BAMBERG	HAYRE & HA	MBURG	. (About 31s	The Stale	
	Capt. Jacobs	(Tollion Michigan	asminment in Framourk) (October,	,	4
	*These steamers h	ave superior accor	amodation for Passong	ers and carry	a Doctor at	\mathbf{nd}
10	Stewardess.					
r	For further particul	lars as to Freight,	Passage, etc., apply to			
	-			ATTITUTE C.	00 -	

CARLOWITZ & CO., AGENTS. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST. Hongkong, 21st August, 1900.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI. NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

> PUNCTUALITY. SAFETY. Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION) EMPRESS OF JAPAN" ... Comdr. Geo. A. Lee, R.N.R. ... WEDNESDAY, 26th Sept., 1900 EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 24th Oct., 1900 EMPRESS OF INDIA"....Comdr. O. P. Marshall, B.N.R. WEDNESDAY, 21st Nov., 1900

INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN-COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave doily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only): granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments:

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World); the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated ing direct to Marseilles and London; other by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Hougkong, 30th August, 1900.

Hongkong, 30th August, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. STEAMERS. YNAGASAKI, KOBE and YOKO- SUNDAY, 2nd Sept., at SANUKI MARU W. Townsend ... MARSEILLES, LONDON, and SADO MARU ... ANTWERP, VIA SINGAPORE, FRIDAY, 7th Sept., PENANG, COLOMBO & PORT (DAYLIGHT. W. Thompson

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and NOON. Atlantic Steamers.

SAID

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Captain Sommerville, will be despatched as Local Branch Office at Prince's Building, First Floor, Chater Road

> A. S. MIHARA. Munager.

Pedder Street

IMPERIAL GERMAN MAIL LINE.

HAMBURG-AMERICA LINIE. NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK-SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE. N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH THURSDAY	6th September.
PREUSSEN	20th September.
HAMBURG (Hamburg-Amerika Lime) WEDNESDAY	3rd October.
SACHSEN	17th October.
THE DRAKHERS	31st October.
PAVERN	14th November.
STITTE ART	28th November
KONTO ATRERT	12th December.
PRINZ HEINRICH	26th December-
PRINZESS TRENE	9th January, 1901.
DRETIGERN	23rd January, 1901.
I II A M RH I I I C. / Hambardon A matrix Lamas IV ELECTED A A LA COLO	6th February, 1901.
CACHEEN: WEDNESDAL WEDNESDAL	20th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY	6th March, 1901.

O'NTHURSDAY, the 6th day of September, 1900, at Noon, the Steamship "PRINZ HEIM-RICH," of the Norddeutschen Lloyd, Captain G. Meyer, with MAILS, PASSEN-GERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Tuesday, the 4th September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 5th September, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 5th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD. For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 25th August, 1900.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

REMARKS. TO SAIL ON

For Further Particulars, apply to

Hongkong, 18th August, 1900.

A. M. MARSHALL, Acting Superintendent

NORTHERN PACIFIC STEAMSHIP

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI. INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA FOR PORTLAND, OREGON, IN CONNECTION WITH IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO, OREGON RAILROAD AND NAVIGA-TION CO. Proposed Sailing. Captain. Steamer. Tons. Caplain. Steamer. THE magnificent TWIN-SCREW STEAMHIPS of this Line pass through the famous OLYMPIA 2,837 S. Truebridge Sept. 8 ARGYLL 2,907 W. S. Thomson ... DUKE OF FIFE ... 3,821 J. S. Cox ... Sept. 11 Mon'shire ... 2,872 J. Kennedy Oct. 20 GLENOGLE 3.750 W. Frakes ... Sept. 15 QUEEN ADELAIDE 2,832 F. McNair ... Sept. 29

> THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, £41. The Railroad travelling is second to none on the American Continent; two trans-confluental

trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and CASCADE MOUN-TAINS. The YELLOWSTONE NATIONAL PARK route. HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28.

The best route to the Klondyke Gold Fields. Frequent Sailings from Victoria TACOMA-end PORTLAND to DYEA, and St. MICHAEL. HONGKONG TO YELLOWSTONE PARK AND BACK, £65 10s. 0d. This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway, from TA-

COMA or PORTLAND to CINNABAR and return, Sleeping and Dining Car accommodation. Tacoma or Portland to Livingston and return, and Stage Coach transportation, Cinnabar to-Mammoth Hot Springs, Norris, Fountain and Upper Goyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels. These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st

May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months. thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months. Rates of Passage to other Points on application. A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED. General Agents,

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

Hougkong, 16th August, 1909.

THE Company's Steamship "TAIYUAN," Captain Nelson, will be despatched as above

on THURSDAY, the 20th September, at the Superior Accommodation offered by this Steamer. The First-class Saloon is situated

forward of the Engines: A duly qualified Surgeon is carried and the Vessel is fittedthroughout with Electric Light. For Freight, apply to

Hongkong, 28th August, 1900.

BUTTERFIELD& SWIRE, Agents.

CHINA NAVIGATION COMPANY. LIMITED.

FOR PURT DARWIN QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship "TAIYUAN."

Captain Nelson, will be despatched as above on THURSDAY, the 20th Sept., at NOON. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon, is situated forward of the Engines. A Refrigerating The attention of Passengers is directed to Chamber ensures the Supply of Fresh Provisions. during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B .- Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN AND AUSTRA-LIAN S.S. Co. and vice versa.

For Freight, apply to BUTTERFIELD & SWIRE. Agents.

Hongkong, 28th August, 1990.

VESSELS ON THE BERTH CHINA NAVIGATION COMPANY. LIMITED.

FOR MANILA, CEBU AND ILOILO. THE Company's Steamship

"KAIFONG." Captain Pennefather, will be despatched on SUNDAY, the 2nd September, at DAYLIGHT. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 28th August, 1900. THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

FOR MANILA. THE Company's New Steamship

"DIAMANTE," Captain A. Ramsay, will be despatched as above on MONDAY, the 3rd September, at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is litted throughout with Electric

A doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 30th August, 1900. OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL). FIHE Company's Steamship

"PROMETHEUS." Captain Day, will be despatched as above on TUESDAY, the 4th September. For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, 27th July, 1900. THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 5th Sept., at DAYLIGHT. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA Agents. Hongkong, 23rd August, 1900, NORDDEUTSCHER LLOYD

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS. Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINSOHRAFEN, HEB-BERTS-Höhe, Townsville, Rockhampton,

BRISBANE and SYDNEY. On WEDNESDAY, the 5th September, 1900, at Noon, HE Steamship

"MÜNCHEN." (4.536 Reg. Tonnage). Captain Krobs, with Mails, Passengers, Specie and Cargo, will leave this Port on above. The steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board. For further Particulars, apply to MELCHERS & CO.,

Hongkong, 10th July, 1900. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADE-LAIDE, NEW ZEALAND, TASMANIA, &c.) THE Steamship

Captain St. John George, will be despatched for the above ports on THURSDAY, the 6th prox., at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions. Ice, &c., throughout the voyage.

"AIRLIE,"

This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.-Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa. For Freight or Passage, apply to

GIBB. LIVINGSTON & CO., Agents. Hongkong, 17th August, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND

HONOLULU. TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU. THE UNITED STATES. . MEXICO, CENTRAL AND SOUTH

AMERICA, &c.3,606 Tons, on 25th Sept.

THE Steamship "BERGENHUS" will

be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI MOJI, KOBE, YOKOHAMA and HONO-LULU, on TUESDAY, the 25th September. Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destimed to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Acents. Hongkong, China and Japan. Hongkong, 25th August, 1900.

VESSELS ON THE OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED. STATES, MEXICO, CENTRAL AND SOUTH

AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Corric (via Shanghai,) Nagasaki, Kobo, In- (SATURDAY, Sept. 1, land Sea, Yokohama at Noon. and Honolulu)

GAELIC (via Shanghai, Nagasaki, Kobe. In. THURSDAY, Sept. 27. land Sen, Yokohama at Noon. and Honolulu)

Donic (via Shanghai, Nagasaki, Kobe, In. (Tuesday, Oct. 23, land Sea, Yokohama at Noon. and Honolnin)

WHE Company's Steamship "COPTIC" will be desputched for SAN FRAN-CISCO VIA SHANGHAI, NAGASAKI, Sept. (Parcels are not to be sent on board; KOBE, INLAND SEA. YOKOHAMA. and HONOLULU on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at HONO-LULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and parti- THE Steamship culars of the various Routes may be obtained

upon application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to

Government officials and their families. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or nice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day pre-

vious to sailing. Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs,

San Francisco. For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 7th August, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

AMERICA MARU (via) Amoy, Shanghai, Na- | WEDNESDAY, Sept. gasaki, Kobe, Inland > 12, 1900, at DAY-Sea, Yokohama, and LIGHT. Honolulu) Hongkong Maru (via)

Shanghai, Nagasaki, (SATURDAY, Oct. 6, Kobe, Inland Sea, Yo- 1900, at NOON. kolama, and Honolula) NIPPON MARU (via Shanghai, Nagasaki, Tuesday, Oct. 30. Kobe, Inland Sea, Yo-

1999, at Noon.

THE Twin-Screw Steamship

kohuma, and Honolulu)

"AMERICA MARU" will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 12th Sept., 1900, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO. LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail rontes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC Union Pacific, Denver and Rio Grande and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of C4 in addition to the regular tariff rate.

. Passongers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to Enropean officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Control and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN. Hongkong, 29th August, 1900.

Champing To Brown

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. NOTICE.

> STEAM FOR SAIGON. SINGAPORE, BATAVIA COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

VESSELS ON THE BERTH

N MONDAY, the 10th September, 1900, at I P.M., the Company's Liteamship "YARRA," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Bombay. This Steamer connects at COLOMBO with the s.s. Ville de la Ciotat, which vessel takes on her Passengers and Mails, leaving that port on

the 22nd September direct to Suez, Port Said and Marseilles. Cargo and Specie will be registered for London as well as for Marsoilles, and accepted in transit through Marseilles for the principal places of Europe

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 9th they must be left at the Agency's Office.) . Contants and Value of Packages are required. For further Particulars, apply at the Com-

G. DE CHAMPEAUX,

Hongkong, 28th August, 1900.

pany's Office.

SHEWAN, TOMES & CO. S NEW YORK

FOR NEW YORK VIA SUEZ.

"GLENESK" will be despatched for the above port on or about 15th September, 1900.

To be followed by Steamship ANAPA, about 15th October. For Freight, apply to

SHEWAN, TOMES & CO., Agents. Hongkong, 20th August, 1900,

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"GLAUCUS." Captain Barwise, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTÉRFIELD & SWIRE, Agenta.

Hongkong, 10th August, 1900. U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGKONG

Shai. Nagasaki, Kobe, Tuesdar, Sept. 18, Inland Sen, Yokohama, at NOON. and Honolulu)

Shanghai, CHINA (via Nagasaki, Kobe, In. SATURDAY, Oct. 13, land Sea, Yokohama, at Noon. and Honolulu) CITY of RIO DE JANEIRO

(via Shanghai, Nagasa- (Thursday, Nov. 8, ki, Kobe, Inland Sea, at Noon. Y hama and Honolulu

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SEANGHAI, NAGA-SAKI, KOBE, INLAND SEA. YOKO-HAMA and HONOLULU, on TUESDAY, the 18th September, at Noon.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may beobtained on application.

'Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN . PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tarix rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVEE AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first classe only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demorara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to passage and

Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN,

Agent Hongkong, 29th August, 1900.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY. FOR LIVERPOOL, DIRECT

THE Company's Steamship "HECTOR," Captain Barr, will be despatched as above on THURSDAY, the 20th September. For Freight, apply to

(TAKING CARGO AT LONDON RATES.)

BUTTERFIELD & SWIRE, Hongkong, 24th August, 1900. [2203]OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "ALCINOUS,"

Captain Pulford, will be despatched as above on TUESDAY, the 2nd October. For Freight, apply to . BUTTERFIELD & SWIRE,

Agents. Hongkong, 29th August, 1900. NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS I in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO. CHINA STRAM NAVIGATION Co.'s fortnightly sorvice hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

HONGKONG.

STEAMERS Australian, British str., 3,000, Helms, Aug. 30, Gibb, Livingston & Co Azov, Austrian steamer, 988, Randech, Aug. 28, Sunder, Wieler & Co Chelydra, British str., 1,567, Davies, Aug. 24, Jardine, Metheson & Co

Chiyuen, Amr. str., 1,177, Jamieson, Aug. 22, Chinesa Chowtai, British str., 1,115, Morris, Ang. 24, Batterfield & Swire

Clara, German steamer, 675, Hansen, Aug. 27, Jehsen & Co Diamante, British str., 1,225, Ramsay, Aug. 30, Shewan, Tomes & Co Else, German steamer, 900, Petersen, Aug. 28, Jebsen & Co Haiching, British str., 1.267, Hall, Aug. 28

Douglas Lapraik & Co Hailoong, British str., 783, Bathurst, Aug. 13, Admiralty Hating, French steamer, 750, Bast, Aug. 20, A. R. Marty Holstein, German str., 985, Ipland, Aug. 22, Jebsen & Co

Independent, German str., 871, Holtz, Aug. 30, Sander, Wieler & Co Kuifong, British str., 1,024, Pennefather, Aug. 26. Butterfield & Swire Kalgan, British str., 1,158, Laver, Aug. 27, Butterfield & Swire

Keongwai, German str., 1,115, Groves, Aug 27, Butterfield & Swire Kong Beng, German str., 862, Fuchs, Aug 21, Butterfield & Swire Kutsang, British str., 1,495, Bradley, Aug. 22, Jardine, Matheson & Co

Kweiyang, British str. 1,000 C. Liv. Norwegian str., 1,979, Rasmussen Aug. 27, Mitsui Bussan Kaisha Loksang, British str., 989, Leask, Aug. 28, Jardine, Matheson & Co Locag.noon, Ger. str., 1,245, Schulz, Aug. 24,

Siemssen & Co Loyal, Ge man str., 1.237, Lorenzen, Aug. 30, Sander, Wieler & Co Mansang, British str., 1,644, Cox, Aug. 28, Jardine, Matheson & Co

Munchen. German steamer, H. Krebs, Aug. 26, Molchers & Co Petriana, British str., 1,243, Snape, Aug. 30, Arahold, Karberg & Co Queen Adelaide, British str., 1,835, McNair, Aug. 28. Dodwell & Co., Limited

Radnorshire, British str., 1,889, Hadley, Aug. 30, Shewn, Tomes & Co. Robilla, British str., 2,216, Tocque, Aug. 30, P. & O. S. N. Co Sandakan, German str., 2,111, Muhle, Aug. 20,

Melchers & Co Thales, British str., 820, Passmore, Aug. 25, Dougha Lapraik & Co. Topaan, Amr. str., 1,354, Blathen, Aug. 30, Chinese

Yuensang, British str., 1,128, Rolfe, Aug. 29, Jardine, Matheson & Co SAILING VESSELS. Bittern, British schr., 399, Askin, Ang. 28, Siemesen & Co Hamburg, British ship, 1,649, Caldwell, Aug. 30,

Standard Oil Co Manuel Llaguno, Amr. ship, 1,650, Small, Aug. 6, Standard Oil Co Norwood. British ship, 1,598, Roy, July 31,

Peter Rickmers, Ger. 4m. ship, 2,751, Scholer, Aug. 11. Standard Oil Co. President, British bark, 750, Munro, Aug. 24, Siemssen & Co Sachem, Amr. bark, 1,267, Nickles, July 13, Standard Oil Co

Saranac, Amr. bark, 858, Bartaby, Aug. 15 Standard Oil & Co Sierra Estrella, British ship, 1,397, Farmer, July 8, Dodwell & Co., Limited Stanfield, British bark, 562, Wilson, June 22,

Order -Tam O'Shanter, Amr. ship, 1,432, Ballard, May 16. Standard Oil Co Westgate, British ship, 1,839, Neville, Aug. 9. Standard Oil Co

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

---:0:----Admiral Kerniloff, Russian protected cruiser, Nagasaki Admiral Nakhimoff, Russian craisor, 9,000, Capt. Vsivolojsky, at Tientsin

at Zamboanga Alcout, Russian gunboat, 8 guns, 1,200 h.p., Capt. Elkisky, at Vladivostock Alouette, French cruiser, 300, Lieut. Acem Belloy, at Shanghai

Albay, American gunboat, Ensign D. W. Knox,

Asperu, Austrian craiser, Capt. Wm. Weber, at Shanghai Aspic, French ganboat, 6 guns, 453 h.p., Capt. Journet, at Bangkok Baltimore, American protected cruiser, 10 guns, 4.413 h.p., Capt. J. M. Forsyth, at S'pore Basco, American gunboat, Naval Cadet J. W.

Greenslade, at Manila Bennington, American gunboat, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Cobu Bobre, Russian gan-vessel, 13 guns, 1,150 h.p., Capt. Dobrovolsky, at Nagasaki at Hongkong

Brooklyn, American (flagship) armoured cruiser,

Captain C. M. Thomas, at Nagasaki

Buffalo, American cruiser, Capt. C. T. Hutchins, at Taku

Calamianes, American gunboat, Ensign A. H. McCarthy, at Manila Callao, American gunboat, 1 gun, 55 h.p., Lieut. G. B. Bradshaw, at Zamboanga

Castine, American gunboat, 8 guns, 2,199 h.p., Comdr. C. G. Bowman, at Shanghai Celtic, American supply ship, 1,890 h.p., Lieut.

Comir. N. J. K. Patch, at Sydney Comete, Franch gunboat, Capt. Louel, Hongkong : Concord, American gunboat, 6 guns, 3,405 h.p., Comdr. H. G. O. Colby, at Iloilo

Culgon, American supply ship, Liout.-Comdr. H. C. Gearing, at Sydney D'Entrecastemera, Fench flagship, 14 guns, 13,500 h.p., Capt. de Marolles, at Japan Descurtes, French craiser, Captain Philibert, at

Dimitri Donskoy, Rus i n armoured crusier, 34 guns, 7,009 h.p., Comdr. Sharon, at Vladivostock Dan Juan de Austria, American gunboat, Com.

T. C. McLean, at Canton Eduireur, French guaboat, 8 guns, 2,050 h.p., Capt. Toxier, at Taku Elba, Italian cruiser 18 guns, Capt. Cecconi, at Shanghai Fioramosca, Italian erniser, Capt. Carlo Negri. at Shanghai

Friant, French cruiser, 693 tons, Capt. Adam, at Shanghai Gaidamak, Russian torpedo-boat, 18 gans, 3,500 h.p., Capt. Serbrenniff, at Vladivostock Gardoqui, American gunboat, Ensign G. Chase, at Manila

Geffon, German cruiser, 10 guns, 9,000 h.p., Capt. Kolfmann, at Shanghai General Alava, Americangun boat, Lieut, Comdr. C. E. Fox, at Glacier, American supply ship, Comdr. W. H Everett, at Manila

Gremintschy, Russian armoured emiser, guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki Guichen, French erniser, Captain Perem, at

Hansa, German cruiser, 35 guns, Capt. Pohle, Hela, German torpedo-beat, Capt. Rampold, at Hongkong. Helena, American ganboat, 8 guns, 1,998 h.p., Comdr. E. K. Moore, craising

Hertha, German cruiser, 30 gans, - h.p., Capt. von Usedom, at Hongkong Holland, Datch cruiser, Capt. S. K. Sylvaind, at Shanghai Utis, German gunboat, 10 guns, 1,800 h.p., Capy Ha H Lang, at Taka Irene, German uiser, 22 gans, 8,000 h.p., Eapt Steir t Tsingtoo Irie. American ollien Ensign D. W. Knox, at Manifa Isla de Cuba, American ganboat, Lieut. J. N. Jordan, at Manila Isla de Luzon, American gunboat, Comdr. J. V.

Jaguar, German cruiser, Capt. Kinderling, on Yangtsze Jean Bart, French cruiser, 10 guns, 8,000 h.p., Capt. Anber, at Nagasaki Kalserin Augusta, German cruiser, 20 guns, 14,030 h.p., Capt. Guelich, at Taku Kaiserin Elizabeth, Austrian cruiser, Capt.

B. Bisecker, at Manila

Mauler v. Elisenau, at Shanghai Kersaint, French gun-vessel, 13 guns, 2,200 lap., Captain de la Motte du Portail, at Holhow. Jones w. L. von Lussum, Shanghai " Korevetz, Russian cruiser, 9 guns, 2,150 h.p., Cupt. Sillmann, at Nagasaki Kurlerst Friedrich Wilhelm, German flagship,

Capt: von Holt Zenderff, at Hongkong Leyte, American gunboat, Ensign L. R. Sargent, at Manila Liguria, Italian cruiser, Capt. Lecconi, at amgapere Lion, French gunboat, 4 guns, 500 h.p., Capt. Frost, at Hougkong

Mandjour, Russian cruiser, 14 guns, 1,400 h,p., Capt. Yakoveff, at Chemulpo -Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Zamboanga Manileno, American gunboat, Ensign I. C. Wottengel, at Manila Marco Pelo, Italian cruiser, 22 guns, 10,000

h.p., Capt. Ed. Incaronato, at Singapore Marietta, American gunbeat, Comdr. E. H. Gleen, cruising Mariveles, American gunboat, Ensign C. E. Gilpin, at Manila Manileno, American gunboat, Ensign I. C

Wetlengel, at Manila Maria Theresa, Austrian cruiser, Capt. V. Bless Ritter v. Sambuchi, at Shanghai Monadagek, American double-turret monitor, 6 guns, 3,000 h.p., Capt. E. T. Strong, at Monocacy, American gunboat, 6 guns, 850 h.p.,

Comdr. F. M. Wise, at Taku Monterey, American inonitor, Capt. G. W. Piguan, at Hongkong Nanshan, American collier, Ensign F. E Ridgeley, cruising Nashville, American gamboat, Comdr. R. P. Rodgers, at Shanghai Navarin, Russian battleship, 2 gans, 1,150 h.p.,

Capt. Yenish, at Nagasaki Newark, American (flagship) cruiser Capt. McCalla, at Shanghai New Orleans, American crasser, Lieut. Comdr. J. T. Smith, at Manifa Orogon, American battleship, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, for Kure

Otavazny, Russian armoured cruiser, 12 guns, 2,590 h.p., Comdr. Coprianoff, at Nagusaki Pampanga, American gunboat, Lieut. F. R. Payne, at Hoilo Panay, American gunboat, Lieut, F. L. Sawyer,

Paragua, American gunboat, Lieut. A. Althouse Pascal, French eraiser, 14 guns, 8,500 h.p., Capt. Motet, at Shanghai Petrel, American gunboat, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila 36 gans. 9,000 h.p., Capt. Jakovleff, at Petroparlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki

Piedmonte, Italian cruiser, 12 guns, 12,000 h.p., Capt. F. Giuliani, at Singapore Piet-Hein, Dutch cruiser, Capt. J. Janson, at Slanghai Presidente Sarmiento, Argentine frigate, 16 guns, 2.000 h.p., Capt. Betheder, at Manila Princeton, American gunboat, 6 guns, 800 h.p., Comdr. Harry Knox, at Shanghai

Quiros, American gunboat, Lieut. P. J. Werlich, at Manila Razbonik, Russian cruiser, Capt. Kamsroff, at Rossia, Russian cruiser, Capt. Domojiroff, 22 guns, 14,500 h.p., at Port Arthur Rurik, Russian flag-ship, 48 guns, 13,500 h.p., Comdr. Haupt, at Port Arthur.

Samar, American gunboat, Lieut. G. C. Day, craising Silatch, Russian gunbent, 4 guns, 1,200 h.p., Capt. Barranoff, at Port Arthur Brandenburg, German cruiser, Capt. Rosendahl, Sissoi Veliky, Russian battleship, 14 gans, 8,500 h.p. Capt. Mollas, at Nagasaki

Sivoutch, Russian gunboat, 13 guns, 1,200 h.p.,

Capt. Soubatin, at Nagasaki

Brutas, American collier, Lieut. Comdr. C. J. | Solace, American naval transport, Comdr. H. Winslow, en route United States Stromboli, Italian cruiser, Capt. R. Marselli, at Taku

Surprise, French gunbont, 2 guns, 900 h.p., Capt. Mornet, at Shanghai Tiger, German gunboat, Capt. Wittelsbaldt, at. Shanghai Carlo Alberto, Italian cruiser, Comdr. Cato, at Urdaneta, American gunbeat, Naval Cadet J. E. Lawis, at Manila

Valkyrien, Danish cruiser, 3,000 tons, Prince Valdemar, at Singapore Vauban, Franch cruiser, 11 guns, 4,560 h.p., Capt. Boutet, at Shanghai Vettor Pisani, Italian cruiser, De Felippi v. C. Suofrio, at Shanghai Villalobos, American gunboat, Lieut. E. Simp-

son, at Manila Vladimir Monomach, Russian cruiser, 16 guns, Capt. Prince Ouchtomsky, at Nagasaki Vipere. French gunboat, Lient. Glen del Villoneuve, at Taku Vsadnik, Russian orpedo-boat, 18 guns, 1,500

. h.p., Capt. Regulia, at Port Arthur Weissenburg, German cruiser, Cupt. Hofmoier, at Hongkong Wheeling. American gunboat, 6 guns, 1,100 h.p., Comdr. W. T. Burwell, at Shanghai

Woorth, German ciniser, Capt. Borckenhagen, at Hongkong Yorktown, American gunbeat, 6 guns, 3,392 h.p., Comdr. E. D. Tanssig, at Zamboanga. Yosemite, American converted emiser, 10 guns, 3.800 h.p., Comdr. S. Schreeder, at N'anki. Zabiaka, Russian cruiser, 20 gans, 2,000, h.p., Capt. Shkruff, at Port Arthur

Zenta, Austrian centsor, 2,50°) tong, 9,000 h.p., Capt. von Montelmann, at Taku

OT RESPONSIBLE FOR DEBTS. Neither the Captains, the Agents, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crows of the following Vessels during their stay in Hongkong Harbour :--

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[1897

	THE	HONGKONG DAILY P	RESS FRIDAY,	AUGUST 81sr, 1900		VISITORS AT HOTELS. HONGKONG HOTEL	
POST OFFICE NOTICES	S.	JOINT S	POOK SHARES.	ongkong, 30th Angust.	THE WEATHER.	Ip & Mrs. Acklan ! Mr. & Mrs. F. Kiens Ir J. H. Aitken Mr. Walter King Ir J. Alger Mr. R. Kock Ir J. Alger Mr. and Mrs. Lara	
The America Maru, with the American Mail of the 3rd inst., left Sl	Manday the 27th	STOCES. No. of Issui	E PAID LAST DIVIDEN	D. CLOSING QUOTATIONS	REGISTER, 20th AUGUST, P.H. M. M. Wind E. M.	frs. Angus frs. (F. W. Appleby Mr. L. A. Lovy frs. Hassity fr. W. S. Hailoy Mr. & Mrs. W. M. Lous	
The Clyde, with the English Mail of the 3rd August, left Singar instant, at 1 p.m., and may be expected here to morrow. This Pacinstant, at 1 p.m., and may be expected here to morrow. This Pacinstant, at 1 p.m., and may be expected here to morrow. This Pacinstant, at 1 p.m., and may be expected here to morrow. This Pacinstant, at 1 p.m., and may be expected here to morrow. This Pacinstant, at 1 p.m., and may be expected here to morrow. This Pacinstant, at 1 p.m., and may be expected here to morrow. This Pacinstant, at 1 p.m., and may be expected here to morrow. This Pacinstant, at 1 p.m., and may be expected here to morrow. This Pacinstant, at 1 p.m., and may be expected here to morrow.	Hongke		25 \$125 \{ 30/- div. at 1/1120 \$15.08 per share 1st half year 19	lor / 305 p. ct. pr.=\$5001.	STATION. But a state of the sta	Apt and Mrs. Bencroft Mr. J. Y. Mayston Mr. & Mrs. O. M. D. Bell Capt. J. Messon Mr. Black Mr. B. Carter Mr. L. H. Maaro	
FOR PER Holstein	Friday. 31st, 11.00 A.M. Bank o	of China & Japan, Ld. 190,875 Deferred	28 21 Nono	25. 58. \$27, buyers for 00, \$27, buyers	V'divostock 2 p. 30.02 -	Capt. Clancharty Mr. J. J. O'Aoni Oc. & Mrs. F. Clarko Mr. W. J. Nowband Miss J. Clemens Mr. Van Nigro Mr. J. S. Colson Mr. H. Ollwig	
Moji Saigon Shanghai Chelydra Chelydra	Friday. 31st, 11.00 A.M. Priday. 31st, 2.00 P.M. Nation Batarday, 1 Sept. 10.00 A.M. Do. Ma	Hounders' Shares	210 £: 28ati/171 = \$1.36 £1 £1 None	1808 \$235	Nagasaki , 29.95 — W 2 — 1 Kagoshima 29.98 — SR 2 — 1 Tunoku 1 p. 29.94 — W 2 — 1 NW 4 —	Mr. C. Crane Capt. B. de S. Croix Mr. & Mrs. Albert Daiber Mr. Francisco Oviedo Mr. D. C. Dangucha Mr. W. Paris	
Singapore, Pening and Canada. Manila	Saturday. 1st Sept., Union China Registration 10.00 A.M. North	1 Ins. Society, Ld. 21,000 883. Traders Ins. Co., Ld. 5,000 £1.	33 \$25 10p.ct. for yr. end. 5 p. ct. final = 10p. 100 £25 in all for 180ct. 100 \$60 \$6=10 p. ct. for 1	p. et. (S57, 8011ers) 113, 165, sellers S121, sellers	Taichu 29.93 — W 2 — W 2 — Kosnun 29.95 — SE 2 — Pescadores 29.95 — O — A 20.95 — O — O — O — O — O — O — O — O — O —	Mr. P. C. Denroche Mr. W. Parab Mr. G. M. Discombe Dr. Donton E. Peterson Mr. W. Clement Drew Mr. W. H. Jurgett Miss Drum Capt. Redich	
tage 10 cents)	Registration, with late (Registration, with late fee of 10 cents, up to Strait	tszo Ina, Assoch., Ld 8,000 \$1 on Insurce. Office, Ld 10,000 \$2 ts Insurance Co., Ld 30,000 \$1	250 850 811 for 1898 100 820 5 per cent. for 18	957 \$131 Bellera	Sharp Peak 29.89 84 79 E 1 b Amay 29.70 St 79 K3E 3 c Swatow	Mr. B. J. Robins Mr. W. S. Duff Mr. J. de Ebsa Mr. C. Roting Mr. M. L. Ellis Mr. H. Elmanns	
Postage 10 cents) Nagasaki, Kobe and Yokohama Rudnorshire Kansu	Letters 11.00 A.M. I Saturday, 1st Sept., 4.00 P.M. Hongle Saturday, 1st Sept., 5.00 P.M. China Saturday, 1st Sept., 5.00 P.M.	Fine Insurances. gkong Fire Ins. Co., Ld. 8,000 \$2 a Fire Ins. Co., Ld. 20,000 \$1	250 850 827 for 1898 100 820 85 for 1898	\$295, sellers \$76.	Canton 29.81 93 81 ESE 3 0 Hongkong 4 p. 29.81 83 81 ESE 3 0 Vic tia Peak 29.81 - 8w 4	Mr. N. G. Evans Dir. D. A. Smith Mr. H. G. C. Fisher Mr. G. K. Stevans Mr. W. Fitzhardinge Mr. G. H. Stevans LientCom. Floring Mr. M. Thiel & servent	
Shanghai Manila, Cebu and Ilcilo Minila Wuchow	Monday, 3rd Sept., 4.00 P.M. Hong Monday, 3rd Sept., 4.00 P.M. Hong Monday, 3rd Sept., 4.00 P.M. Ma Indo-	gkong, Canton and 3 80,000 seas S. B. Co., Ld 60,000 co., China S. N. Co., Ld 60,000	210 £10 Sp.et.&2 p.et.bons	1890 (365, old sellers	Munit 4 p. 20.81 98 66 wsw 1 b	Capt. J. E. Foss Mr. Ross Thompson Mr. T. G. Frishad Mrs. Thompson & two Mr. L. A. Genge children	
Saipan, Ponape, Friedrich-Wilhelmshafen. Munchen	Thursday, 6th Sept., 11.00 A.M. Chine	na & Manila S. S. Co., Id. (6,000)	\$50 \$10 ex old Captual \$50 \$50 12 per cent. for appling 3003	r year \$45, buyers	Marato 3 p 8w 2 b bacolod 99.85 87 8w 1 b totto 29.85 81 0 or	Mr. C. Glover Capt. Goddard Mr. W. S. Gray Mr. W. S. Gray Mr. W. J. G. Wegener Mr. C. Griffishs Mr. W. J. G. While	
EUROPE, &c., India via Tuticoriu	Registration 10.00 A.M. Doug (Registration, with late fee of 10 cents, up to 10.45 A.M.)	na Mutual S. N. Co., 20,000	£10 £10 (Final of 3 p. ct. ±6 for 1899) on pre	fee 211, buyers of 33. 210 10s., buyers nt '99 25 5s., buyers	C. S. James, 30th AUGUST, A.M. V'divostock 7 a.	Mr. F. H. Hobblethwaite Mrs. & Miss While, Mrs. H. Hewat Lieut, and Mrs. Hagaall. Mr. & Mrs. J. D. Howkins Wild Mr. F. Hobden Capt. H. D. Wilkin	
Postage 10 cents.)	Thursday, 6th Sept., 4.00 p.m. Monday, 10th Sept., 4.00 p.m. Star	r Forry Co., Limited 10,000	1.05 = 12 p.	ct. for \ \$18, sellers 30 4 00) \$11, buyers at on.	Tokyo 10 u	Mr. Thos. Howard Mr. A. Wright Mr. & Mrs. E. S. Joseph Mr. G. von Zoppelin Mr. E. A. Katson Pear Hores.	
Samshui and Wacaow	Registration, with late (Registration, with late fee of 10 cents, up to 4.45 p.M.)	Regineries.	\$100 3100 { int. of \$2] per on a/e 1900	share 3116, ex div. buyers	Tainoka 5a. 20.01 — E 2 Tainan 20.02 — NE 2 Koshua 20.03 — NE 2 Loseadores 20.04 — Sw 2	Mr. Andrew Beattie Mr. H. U Velling Mr. J. W. C. Bonnar Mr. J. E Les Mr. H. F. R. Brayne Mr. C. Golden Mickie Mr. D. E. Brown Mr. and Mr. Maicel a	
Samshui	Thursday, 13 Sept., 4.00 P.M. Luz Wednesday, 26th Sept.	zon Sagar Refug. Co., Ld. 7,000	\$100 \$100 \$3 for 1897		Pescadores Gutziaff Sharp Peak Amoy 20.04 20.04	Mr. D. E. Brown Mr. and Mr. Maleol 4. Colonel F. Brown Mr. R. Martin Major Buttenshow Mr. A. McDonald Mr. A. F. Comrie Mr. B. Mitchell	
SHANGHAI, NAGASAKI, KOBE, YOROHAMA, VICTORIA and VANCOUVER	Registration 10.00 A.M. (Registration, with late Purifice of 10 cents, up to 10.45 A.M.)	njom Mining Co., Ld	\$8 \$8 \$1 None	\$1. \$250, buyers \$17, cents, buyers	Swatow, 20.91 85 79 — 0 b Hongkong 10 a. 20.92 81 81 — 0 o Vict in Peak — NE 1	Dr. Corcoran Major & Mrs. Morris Mr. G. H. Dann Mr. Studt G. Newall Mr. A. Al. Elland Mr. H. E Oakloy Mr. J. S. Ezokiel Miss Oakloy	
Postage 10 cents.)	ASSED THE CANAL. duries Larris de	bonnages du Tonkin acons Mines, Limited 400,000 2 debu Mining and Tra- (ding Company, Ld)	25 cts. 25 cts. None	ear end. (80%, buyers upon 9)) is., 10th \$55, sell.rs	Victor Feat	Capt. Farquhar Mr. & Mr. Brooke Pigot Mr. A. Fortes and child Colonel A. R. Fraser Mr. H. E. Pollock Mr. and Mrs. J. Kennedy Capt. B. Ramsey	
CLOSING QUOTATIONS. OUTWARD.—3rd naga. 10th July:—Berg July:—Astr	h July.—Raffre, Meurex, Larry h July.—Carmarthenshire. 13th rgenhus, Odessa, Rokeby. 24th Oli	Mining Co., Limited 200,000 livers Freehold Mines, (B 45,000	\$5 \$5 None	\$3.	Mainte 9 n. — — — — — 8W 2 b Bacolod — — — — — qw 2 b Hollo 29.80 84 — — 6 b Ceba 20.00 89 — sw 1 b	Gibson and child Mr. and Mrs. Cha). C Mr. H. H. Gompertz Selden and child Colonel The O'Gorman Mrs. Coul Simpson an Mr. D. M. Graham child	
THURSDAY, 30th August. —Exc. 31e —Kara, Me August.—I	Recina, Cantonriver, Flores, 1 10th Angust - Benvoirlich, Glen-	Gold Mining Co., Ld) Do. Preferences	\$1 \$1)	bonusfer 512 p. ct. pr. =7.6	C. S. James 7 a. — — waw 2 0	Major W. Wandby Grif. Mr. A. Sinclair fin, R.A. Mr. G. Smithers Mr. Edward F. Gros Mr. G. L. Tomlin	
Tolographic Transfer Tolographic Transfer Bank Bills, on domand Bank Bills, at 30 days sight Bank Bills, at 4 months sight Bank Bills, at 4 months sight Bank Bills, at 4 months sight	rbia, Sanuki Mara, Dresden, 4th August.—Candia, Mazagon, Aachen, Charles Rogier, Moskra, Dhoin Sardinia Strassburg, Et.	Docks, Wharves, &c. longkong and Whampon Dock Co., Limited longkong and Kowloon Wharf and G. Co., Ld.	\$50 \$50 Final of 5	130'6'00 sales p. et.= \$90, old, sellers for 1899 \$60 new, sellers	and has commenced to fall in the Phillippines. Pressure e ceeds the normal on the China coast and in Japans, and highest in the latter area. Gradients slight for NE, winds a China and the N. part of the China Sea, and for Standard areas the middle part of the China Sea. Forecist:	WAVERLEY HOUSE in Mrs. F. Benson Mr. & Mrs. E. Lossano Mr. H. Davenport Mr. L. Ribiere	
Bank Bills, at 4 months sight 2/013 Credits, at 4 months sight 2/14 Documentary Bills, 4 months sight 2/14 ON PARIS.— 2.563 Neuntung, trickdale. Tientsin, H	17th August.—Adria, Patroclus, H. H. Meier, Phoenicia, Polynesien.	Wharf and G. Co., 120. Wanchni Warehouse and 2,000 Storage Co., Ld	S100 S371 Int. of \$14 count 198	on ac- 00 = 22 p. \$59, buyers 19 \$201, sellers	winds over the middle part of the China sea. Porcers, light to moderate NE, winds; fair. HONGKUNG REGISTER.	Mr. R. T. Figenrus Mr. E. Roese Mrs. H. C. D. Frampton Mr. J. Scretton Mme, and Mille. Gour- Capt. and Mrs. Stove laonen and child	ll
Credits, at 4 months sight	Konigsberg. 24th August.— I Calcdonien, Idomeneus, Alexan- H	LANDS, HOTELS & BUILDS: Hongkong Land Invest- (50,000)	\$100 \$100 Int. \$3 on ac	ecount 1900 \$171, buyers' \$25½,	Previous On date On date day 4 p.m. at 10 a.m. at 4 p.n at 10 a.m. at 10 a.m. at 4 p.n at 10 a.m. at	Mr. C. Hoppenberg Dr. J. C. Thomson Mr. & Mrs. P. Kieser CRAIGIEBURN HOTEL Mrs. Arthur Anderson Government Civil Ho	
On demand	Cymbeline. 20th August. 20th August. 20th August. Rachampagne. K. Claverley. Gera. Lachampagne. W. Claverley. Gera. Lachampagne.	Kowloon Land & B. Co 6,000 West Point Building Com- (12,500 pany, Limited	0 \$50 \$50 Int. \$1,50 or	nacet. 190 S47, buyers	Direction of wind. His 3 0 2 Force	Miss Anderson pital Sisters Miss B. Anderson Dr. and Mrs. Hartlyn: Mrs. W. Marton Andrew, Miss Hartigan and son Mrs. Uldali & daught	h
ON B) MBAY. Telegraphic Transfer Bank, on demand Total Total Total Total Total Total Total Total	_20th July.—Diomed. 24th July. Handle August.—Indus. 21st Canton. 21th August.—Stentor. I	Hongkong Hotel Company, (12,000 Limited 12,000 Humphreys Est. & Fin. Co. 55,000	0 \$10 \$10 5 per cent. f	1.12.99) for 1899 \$11, sellers	Hain Highest open air temperature on the 20th Lowest open air temperature on the 29th Hongkong Observatory, 30th August.	and son Mrs. Uldali & daught Mrs. S. E. Beeton and Consul Volpicelli son Madamo Volpicelli Mr. A. R. Grieve	
On Shanghalann sight 152; Arrivals at Arri	THOME.—Benalder, Tonkin, Mene-	Ewo Cotton, Spinning and 1 17,500 Lated Rung Chowled Cotton 1 8,000 Spin. & Weav. Co., Ld 1 8,000 Soy Chec Cotton Spinning 1 2,000	08 on 6,	000 shares.) for period (Tis. 375	Barometer 9 A.M. 20.90 Therm. 9 A.M. (Wet bulb Barometer 1 P.M. 29.85 Therm, 1 P.M. (Wet bulb Harometer 4 P.M. 29.83 Therm. 44.24.4 West bulb	Convanger House. Mr. J.R. Mudic Lieut, J. A. Borges Mrs. C. Ortiz & child Mrs. Bostwick Miss M. Page	
On demand On Manila. On demand On demand On Street porr	ente, from Manila, Misses H. Wal- Elmore, Mrs. L. Griffiths, Mrs. J. Iss Leona Wouprinia, Messes. L. H. Iss. R. Panina, H. C. Johansen, F.	Soy Chee Cotton Spinning 2,000 Company, Ld	00 Fls500 Fls500 P. Cl. ending p. Cl. endi	3t-12'07) Tls. 40	Darometer 4 P.M. 29.83 Therm, 4 P.M. & Walkall, Thermon, 9 A.M. 81 Therm, Maximum over Thermers, 4 P.M. 85 might	Mr. J. Brownhill Miss F. Page Mr. Pedro Cajigal Mr. J. Pender Mr. & Mrs. W. A. Cleland Cajit. J. C. Read, U.S Mrs. Cooke Mr. Thomas	
On demand On demand On demand On HATPHONE	Nasquez and 193 Chinese. Id., from Japan, Messrs. E. L. Lakin, V. L. Wilson and N. A. Block, Mrs. Mrs. Brutton, child and amah, Mr.	MISCELLANEOUS. Green Island Cement Co 50,00 China Borneo Co., Ld 7,50	00 \$10 \$10 10p. c. for 1	1'9 on o. Capt 8201, buyers 830.	HONGKONG TIDE TABLE.	Miss Humay Mr. M. M. Dye Mrs. Hannny Townne Lieut Col Jones, U.S.A. Mrs. E. P. Wheatley Dr. J. W. Kite, U.S.N. Mr. Elwin Wooduff	
On Haiphond: On demand On Saigon: On demand	Mrs. Brutton, child and amah, Mr. haf Bashi. Jian, from Sydney, Messrs. H. S. and H. H. Wilson, Dr. Prausby	A. S. Watson & Co., Ld 60,00 Hongkong Electric Co., Ld 30,00	00 \$10 \$10 Final of 6 ing 11 00 \$10 \$10 70 cents 1 00 \$10 \$2 7 cents	p. et. make, 3154, sales and sol p. et. for '99) per share) \$104, sellers per share \$2, sellers	ellers 31st August to the 6th September, 1900. How Waren Low Waren.	Mrs. J. W. Kite Miss D. Zalviden ARBOLINEUM-AVENARIUS	
On Bangkok:— On demand Sovereigns, Bank's Baying Rate 9.80 Flore Lear 100 fine, per teel 51.50 Roberts, Mis Messrs, E. K. E. Dadds, E. Williams, M.	K. Charrington, J. R. Dadds, Chas. L. Sloper, C. E. Shields, Lucas, Miss Mrs. J. W. Wolf, Miss Wolf and	Hongkong and China Gas) 7,00 Company, Limited	200 £10 £10 9 p. ct. for 186 000 \$50 \$10 \$10 for 186 000 \$25 \$25 15 per cent	or 1890 \$118. 98 \$150, buyers t. for 1899 \$48.	Hongkong Helpht. Hongkong Hel	Used for over Twenty Years. Ight. Throughly, reliable preservative for W	
Gold Leaf, 100 fine, per tael Bar Silver, per oz OPTUM Williams, Mara, Miss A. Wol Miss Westro Mara, Mr. I	olf: from Queensland, Mr. Litt and rop: from stranded steamer Futumi B. H. Smith, Capt. and Mrs. N. E.	Hongkong Ice Co., Ld. 5,0 Hongkong High-Level 1,2	00 \$25 \$25 15 per cent 00 \$25 \$25 Int. \$2 p. 6 250 \$100 \$100 \$100 \$12 for 30-11-9	s. on act. 1900 \$104; year ended \$170, buyers yr. end. 31.791 \$83.	Fri. 31 tn 0 9 a 2 6 sn 6 27 0 5 49 8 1 8 6 3 1 1 1 1 1 1 3 3 6	and Stone against White Ants, Decay. Fun Rot, and Dampness. Sole Agents for China. LUTGENS, EINSTMANN & CO	igni i O.
Quotations are:— Allow ce net. to 1 catty. Malwa New S860 to \$870 per picut. Malwa Old \$880 to \$890 Clarke. Mr. Cooper, Mr. Cooper, Mr. Franks. Car	naka, Mrs. H. L. H. Percy, Capt. naka, Mrs. L. Jephson, Mr. H. A. rs. Cooper, Messrs. Sprague and F. ant. Shinomiya, Mr. E. C. Orme.	Dairy Farm Co., Ld. 10,0 Carmichael & Co., Ld. 2,0 Hk. & China Bakery Co., Ld. 6 Compbell, Moore & Co., Ld. 1,2	300 \$25 \$20 \$1 for 1893 500 \$50 \$56 15 per cen 200 \$10 \$10 \$12 per cen	9	Sum 2 m 0 63 4 1 m 1 0 0 0 2 42 g 1 3 6 62 a 1 1 1 1 1 0 0 0 0 0	Hongkong. 3 lst August 197. RUINART PERE & FILS, REIMS	133
Malwa Older S900 to S920 P. P'per-wrapped S870 to — Persian fine quality S910 to — Persian extra fine S950 to — Okabe, K. Y	rown, Miss Pusley, Miss Macphail, gleton, R. W. Henderson, Y. Saito, Kange, Doctor T. Takagawa, K. Yugi, S. Oyaki, Y. Ochiai, N. Mat-	Bell's Asbestos E. Agey., Ld 10,0 United Asbestos Oriental 3,900 ord Agency, Limited	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	er share for \$12, sellers		Established 1719. CHAMPAGNE GROWERS AND SHIPPERS.	
Patna New	Matsuo.	China Provident Loan & 50,0 Martgage Co., Ld 50,0 Watkins, Limited 1,00	000 \$20 \$10 80 cents 000 \$20 \$10 ending 000 \$10 \$10 8 per cent	\$3. s for perio } \$91 buyers g 31-12-99d } \$10, sales	TOOMBAY-BURMAH TRADING C	Ship only the Finest Quality Extra Dry (Green Scal) LAUTS, WEGENER & CO. Sole Agents.	
VESSELS EXPECTED. ZETLA	AND LODGE No. 525. E.C.	Universal Trading Co 50.0	000 \$20 \$ None	J. Y. V. VERNON, BROKER	PORATION, LIMITED. BANGKOK AND RANGOON. TEAK SQUARES, PLANKS, BOARDS and S	Hongkong, 17th May 1895. [THE SCAN: AND WNIEECTO	1521 Dex
The steamer Lightning, with mails, &c., from LAN Calcutta, left Singapore for this port on the Ist Septem	aber, at 8.30 for 9 P.M. precisely.		Consulting	CHAEL & BARLO ENGINEERS, SURVEYORS, CONTRACTORS. QUEEN'S BUILDINGS.	AND BOARDS, POR FLOORING, CEALING, WALL &c. TEAR SHINGLES FOR ROOFING.	OVED CHINA JAPAN, COREA INDO-CHI SIAM, STRAITS SETPLEMENTS	NA.
The P. & O. steiner Clyde left Singapore for this port on the 27th instant, at 1 p.in., with the Hongkon	Brothren are cordially invited to ng. 29th August, 1900. [2303]	MITSU BISHI DOCK	KYARD DESIGN	QUEEN'S BUILDINGS. NS and Specifications propare class of Steamships. Lanuche	PINKADOE RAILWAY SLEEPERS for GAUGES. Rates Supplied and Orders Booked by Sand JARDINE, MATHESON & CD.	MALAY STATES, NETHER- LANDS INDIA PHILTP. PINES, BORNED, &c.,	
this port on the 27th instant, at 1 p.m., with the ontward English mails, and is due here to-mor- row, at about 8 a.m.	WO FAT & CO.	AND ENGINE WO NAGASAKI.	for the sup machinery.	nt vessels a speciality. Controlly and erecting of any type. New work and repairs supervectored hand Launches for Sale	nctors Hongkong, 3rd May, 1895 po of rised. e. TO SHIPMASTERS.	THE THIRTY-EIGHTH ANNUAL ISSUE PROFESSIONAL NOTICE.	E
The T. K. K. steamer America Mara, with Mails, &c., from San Francisco to the 3rd inst.; left Shanghai for this port on Wednesday, 29th No. 1	11. LEE YUEN STREET, EAST.	A.1, A.B.C., Scotts' and Engine Used.	eering Codes Telegra Telepho	ms: CELESTE, Hongkong. one, 232. H. F. CARMICHAEI	I. PARTIE where your FRESH WA.	TER DENTON E. PETERSON FOOL DOCTOR OF DENTAL SUBGERY	Y ,
Plie P. M. steamer City of Peking, with mails, &c., left San Francisco for this port via Hopolulu, Yokohama, Inland Sea, Kobe, Naga-Ni and Shanghui on the 11th inst.	ng. 25th July, 1990. [2074] OTICE OF REMOVAL.	Length on Blocks	AMI.) 523 feet. Hongkom 513	B. J. BARLOW. g. 1st June, 1899.	WATER is the cause of much Sickness on	board 10, DES VICTORIA TERRAD, Tiontsin. 10, DES VICTORIA ROAD, CENTRAL, Hong's PANY DIN, PETERSON has RESUMED DENTAL PRACTICE in South C	
left San Francisco for this port via Honolulu. Yokohama Inland Sea, Kobe. Nagasaki and	ONGKONG DAILY PRESS, HUNG NGOI SAN PO.	Width of Entrance on Top Width of Entrance on Bottom Water on Blocks at Spring Tide	e 26; "FIGHT		N. CALL FLAG W. J. W. KEW & CO.	and may be consulted at 10. Des Voeux Road, Central, 1st Fl. Hours 10 a.m. to Noon: 2 to 5 P.m.	0ÔĽ_
Shanghai on the 21st inst. THE GERMAN MAIL. The Imperial German Muil steamer Prinz Heinrich left Kobo via Nagasaki, Shanghai and Entrances	HRONICLE & DIRECTORY. day been Removed to 9, PRAYA CENTRAL, East Lane, recently Messrs.		371 feet. 350 " PLAN	IAVE A SMALL QUANTITY OF VS OF TIENTSI: FOR SALE.	STEAM WATER BOAT COMP. Hongkong, 9th October, 1895.	The Doctor will visit Swatow in Septemb Hongkong. 28th August. 1909.	oer 2292
Foothow on the 27th inst., and may be expected Wendt & Chere on or about Wednesday, the 5th September. THE CANADIAN MAIL. The C. P. R. steamer Empress of Japan left. Hougkon	Co.'s Offices, behind Messrs. Shewan. Co.'s premises. ong 1st May, 1900.	Width of Entrance on Bottom Water on Blocks at Spring Tide PATENT SLIP (at KOS	9 22 Perce	75 Cents es	ITALIAN MARBLE AND GEAN	NAVY BOLLED LONG FLAX NITE RELIANCE CROWN	
Vancouver on Monday, the 20th instant. for Hongkong via the usual ports of cult. MERCHANT STEAMERS. The steamer Mondal, from Europe, left Singa-	FOR SALE. FY YEARS OF PROGRESS.	Can take vessels up to 1,000 to	ons gross. Foreighed with the of the Publi	ns show the latest extensions gn Settlements at Tientsin, po ie Buildings, &c.	2016年1日1日中的中国,1916年2月1日中央中国共和国企业 的,但由于国际中国企业的企业的企业 的企业的企业。	PARPAULING ARNHOLD KATEERG & CO	O.,
The steamer Mogul, from Europe, left Singapore on the 25th inst., and is due here about the Ist September. The N. Y. K. steamer Sanuki Muru (Europe BR)	EITISH CROWN COLONY,	execute any kind of work in SI ING and MARINE ENGINEED ag in REPAIRING of SHIPS.	NTS and can HIPBUILD Printed BENG as well AND Co., I	by Messrs. John Bartholl	PERLESS S	COTS WHISKIES.	
Line) left Singapore for this port on the 28th inst., and is expected to arrive here on the 2nd H I S T prox. The steamer Bormida left Singapore on the T H E	BEING AN TORICALSKETCH HICH IS ADDED AN ACCOUNT OF CELEBRATIONS	TOWN COMPANY log a POWER	RFUL SAL- SHORT [1619 Hongkon	DAILY PRESS" OFFICE. g, 17th July, 1900.	HAIG & HAIG, I	D., DISTILLERS SINCE 1679. Peg WHISKIES at S13. SWALK for Club or Private per at S19.	A
28th inst., and is expected to arrive here on the	OF TO N. B.			AMERICAN SYSTEM	Stop drinking rank, Smoky Stut	ff. because it comes through the Sopa.—	

NO. 39. QUEEN'S ROAD CENTRAL. CHADWICK KEW (LATE OF POATE & NOBEE). Hongkong, 15th September, 1899.

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TENTISTRY-

21st to 24th January, 1891.

ANDA

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Hongkong 23rd September, 1891.

The steamer Bormida left Singapore on the 28th inst., and is expected to arrive here on the 3rd September.

The N. Y. K. steamer Sado Maru (Europo Line) left Kobe via Moji for this port on the 29th mat., and is expected to arrive here on the

The N. P. steamer Glenogle sailed from Tacoma for Japan and Hongkong on the 9th

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